

Fig.1

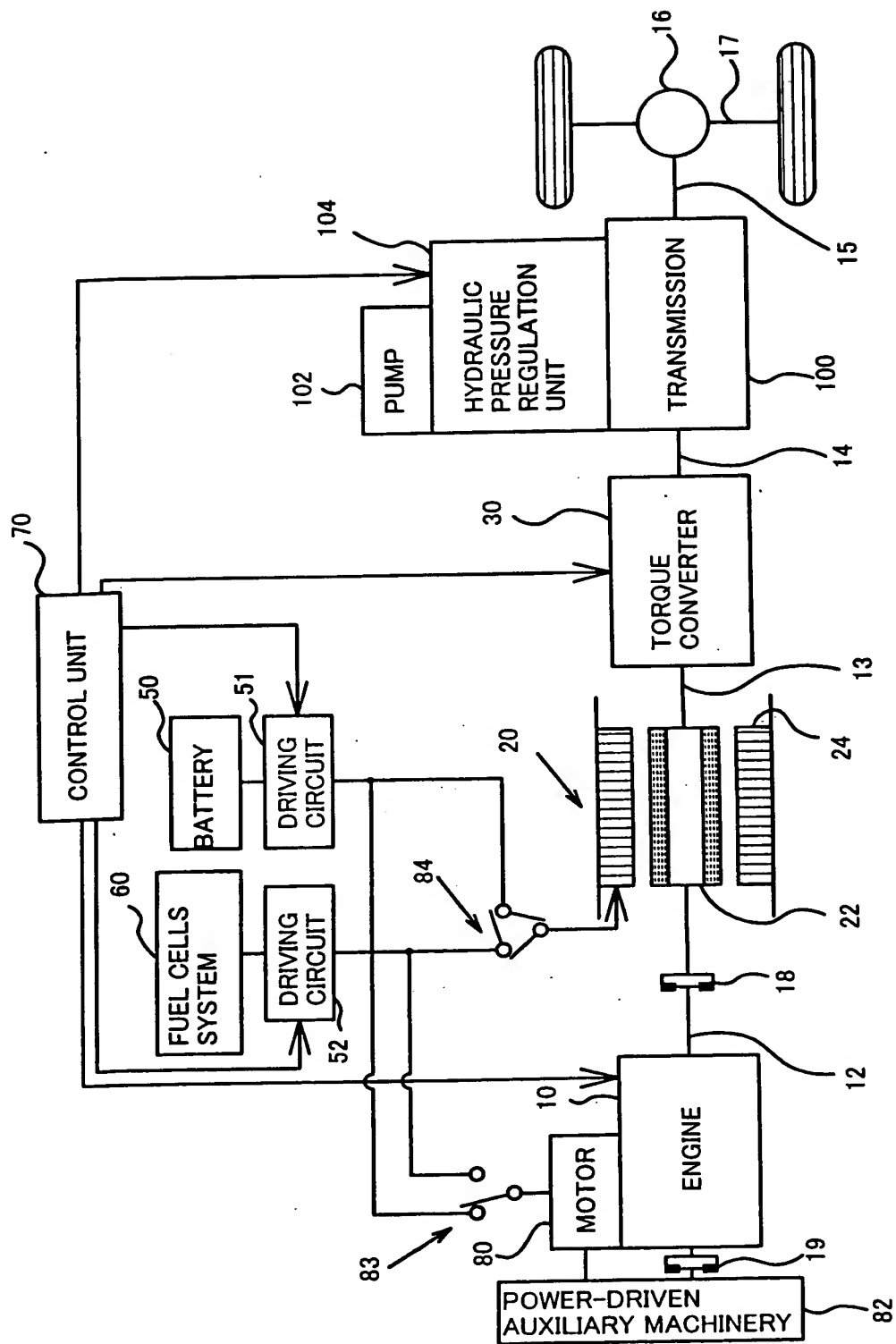


Fig. 2

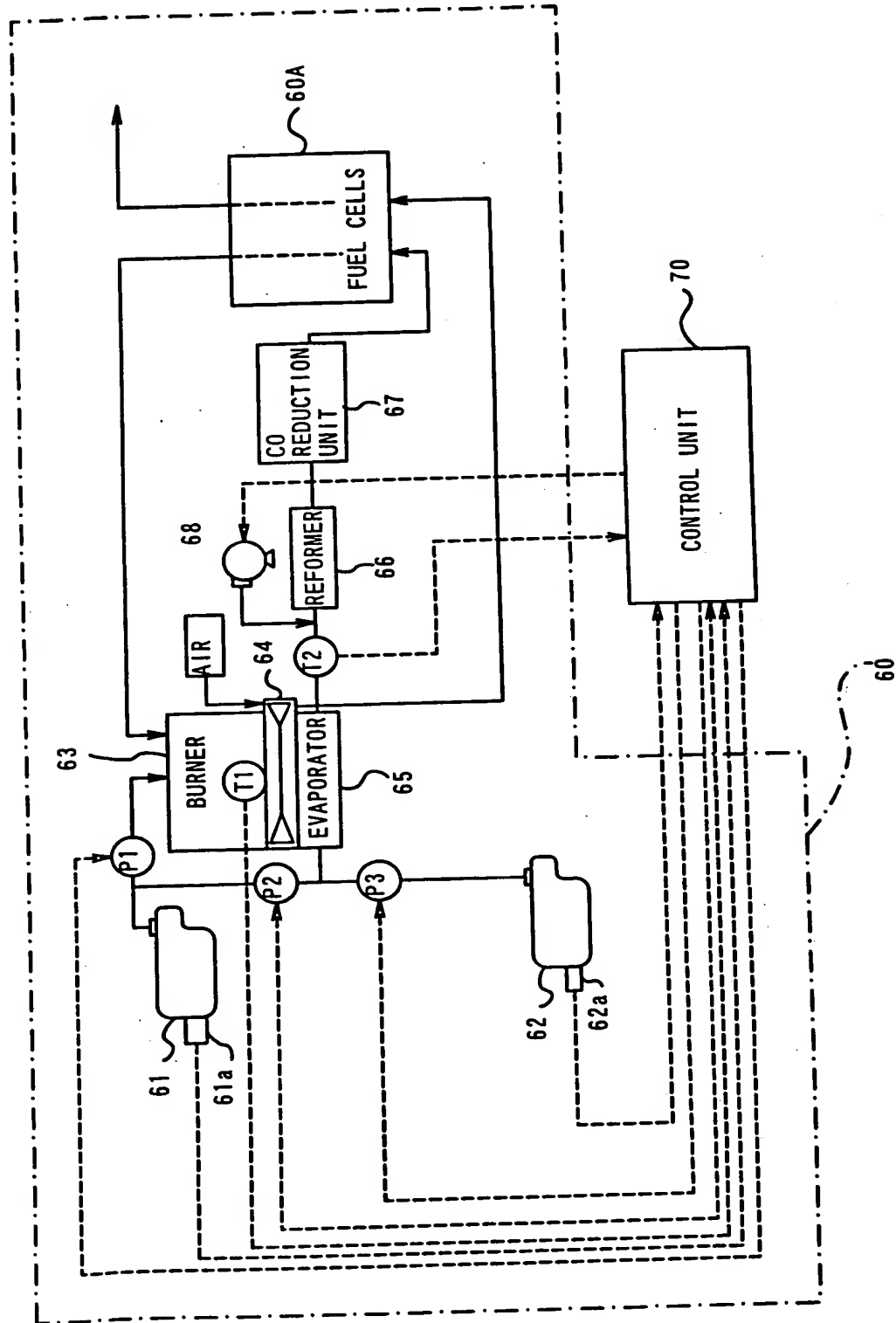


Fig. 3

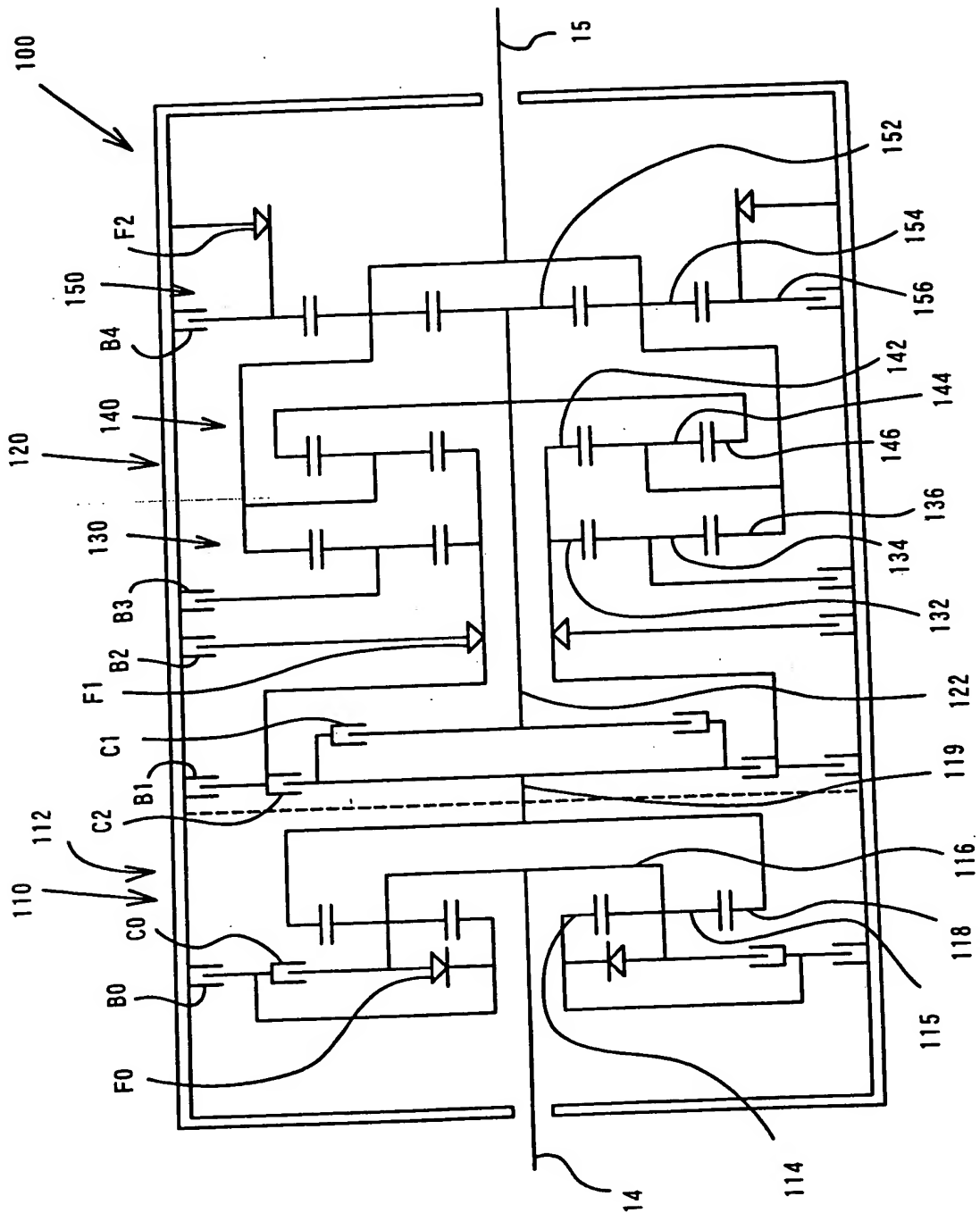


Fig. 4

	C0	C1	C2	B0	B1	B2	B3	B4	F0	F1	F2
P	○								○		
R			○	○				○			
N	○								○		
1st	○	○						⊙	○		○
2nd	⊙	○					○		○		
3rd	○	○			⊙	○			○	○	
4th	○	○	○			△			○		
5th		○	○	○		△					

○ : Coupling
⊙ : Coupling in the case of power-source braking
△ : Coupling but not involved in power transmission

Fig. 5

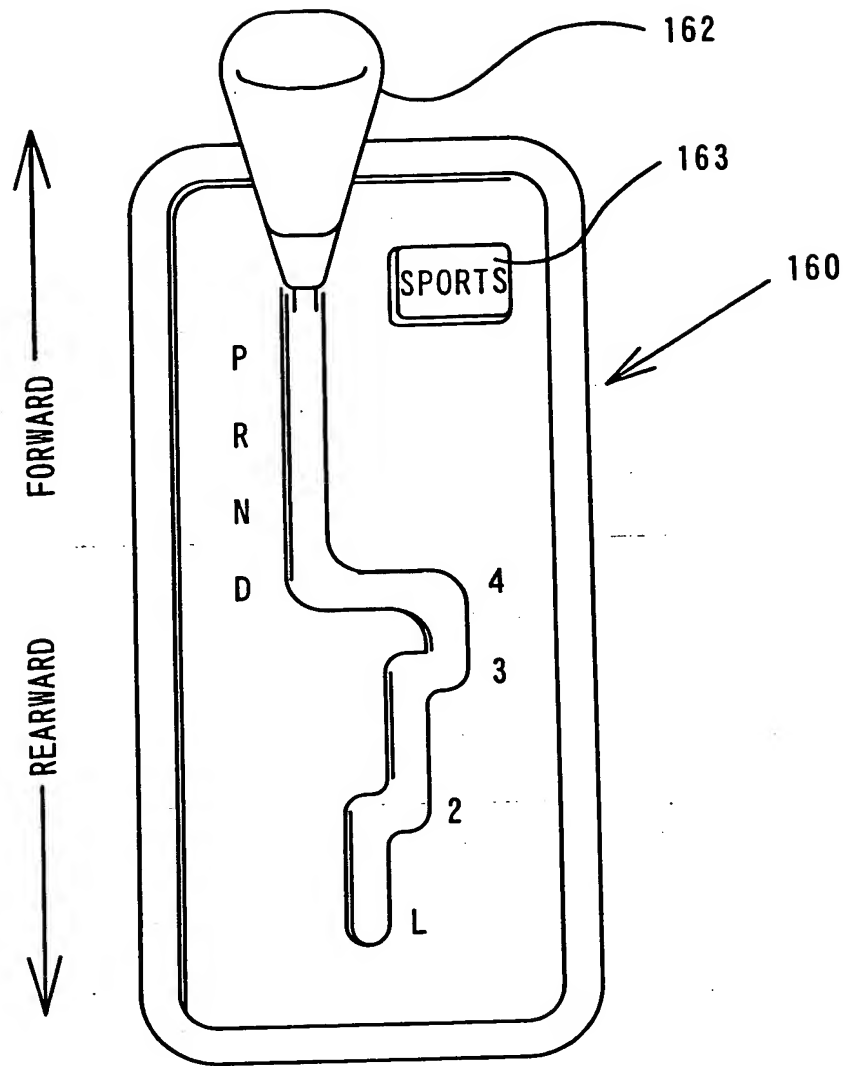


Fig. 6

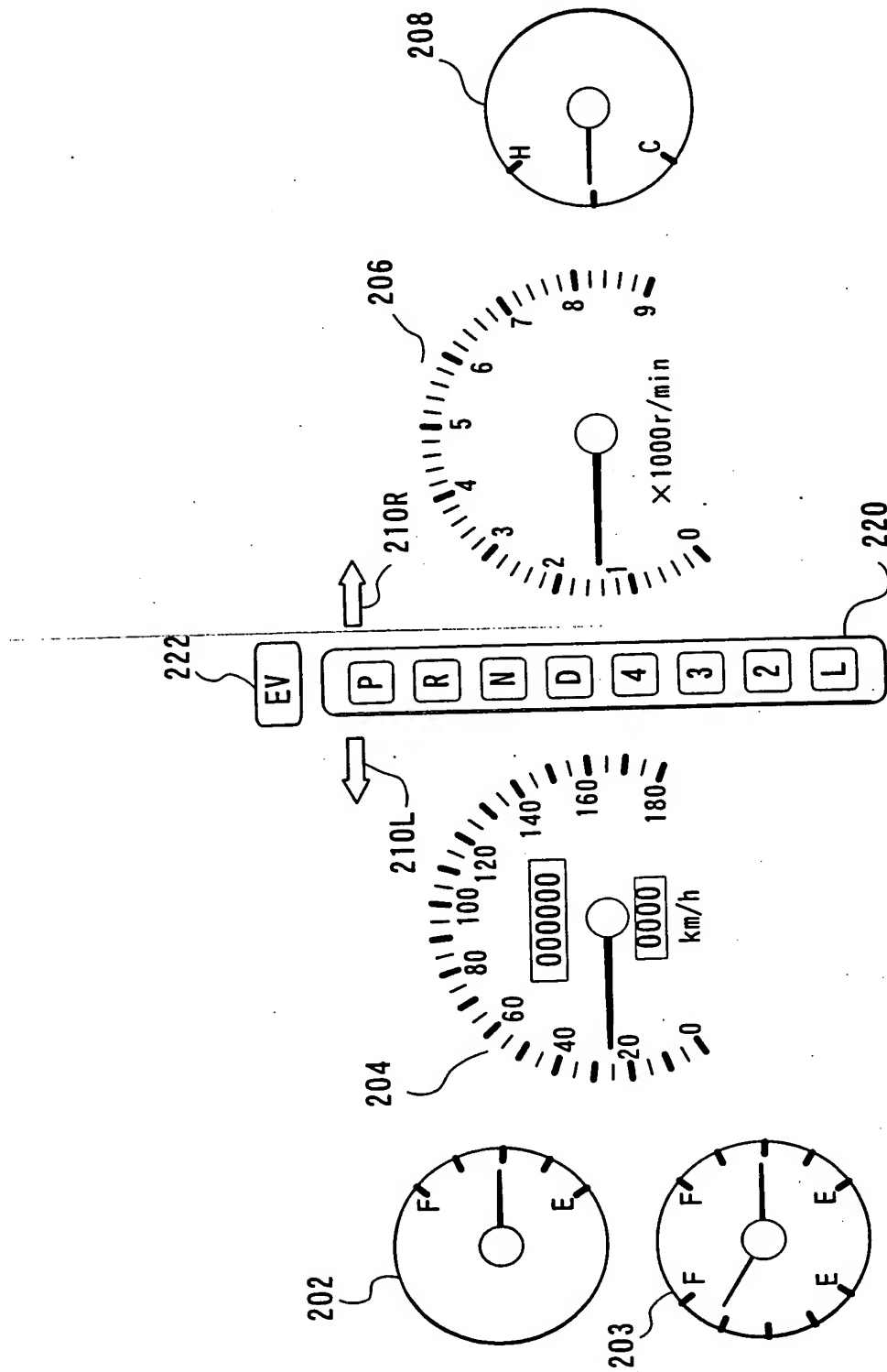


Fig. 7

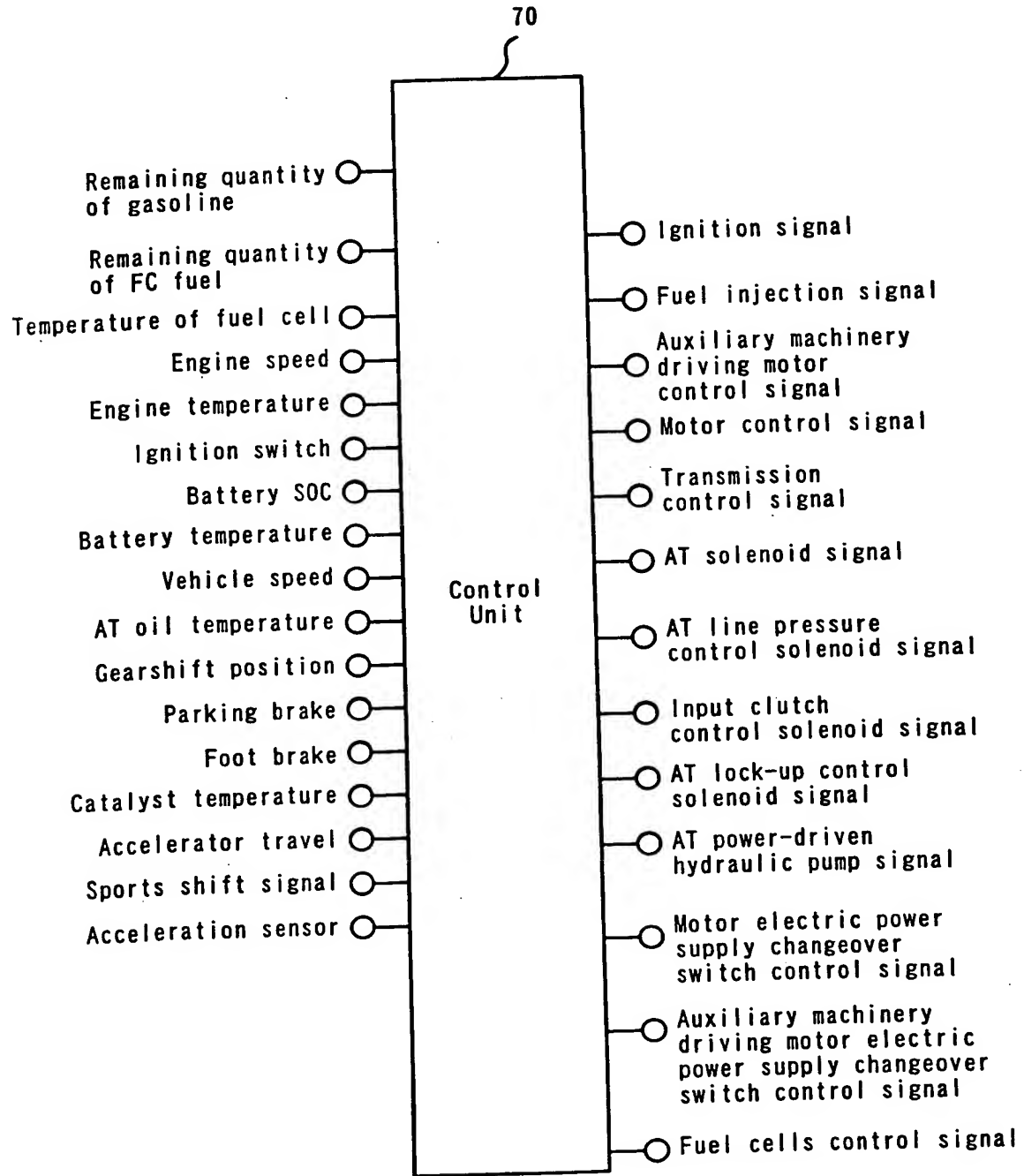


Fig. 8

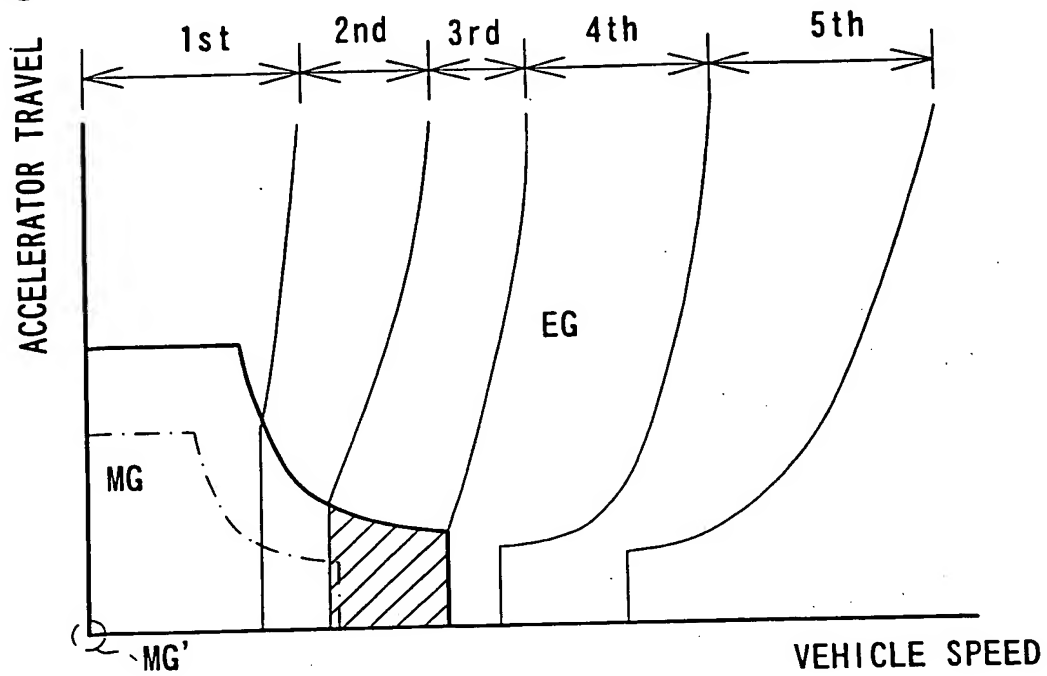


Fig. 9

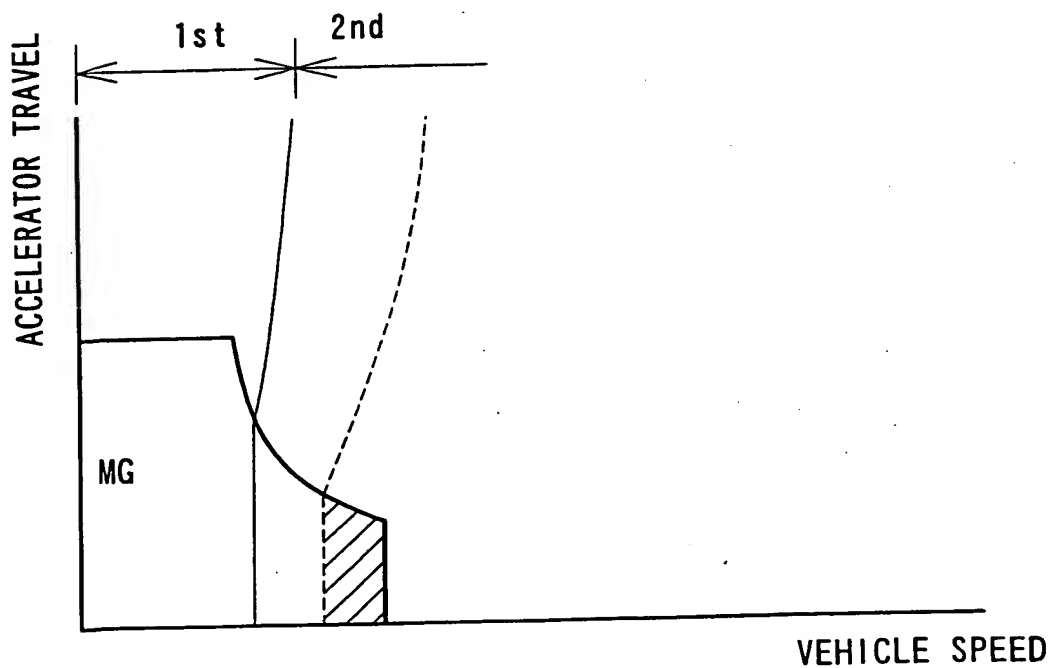


Fig. 10

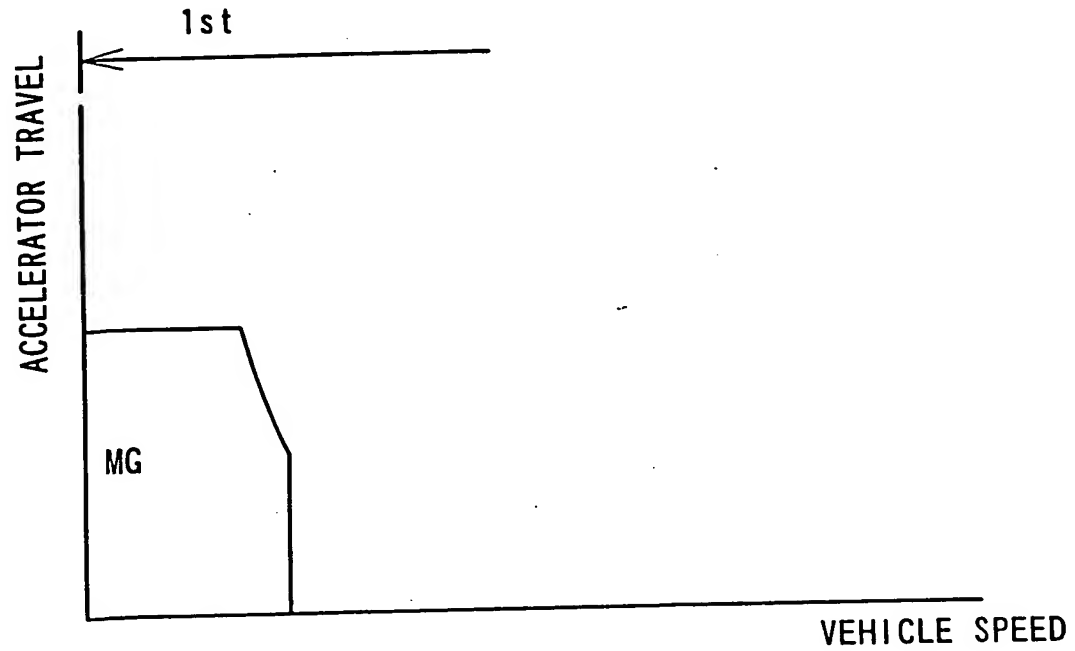


Fig. 11

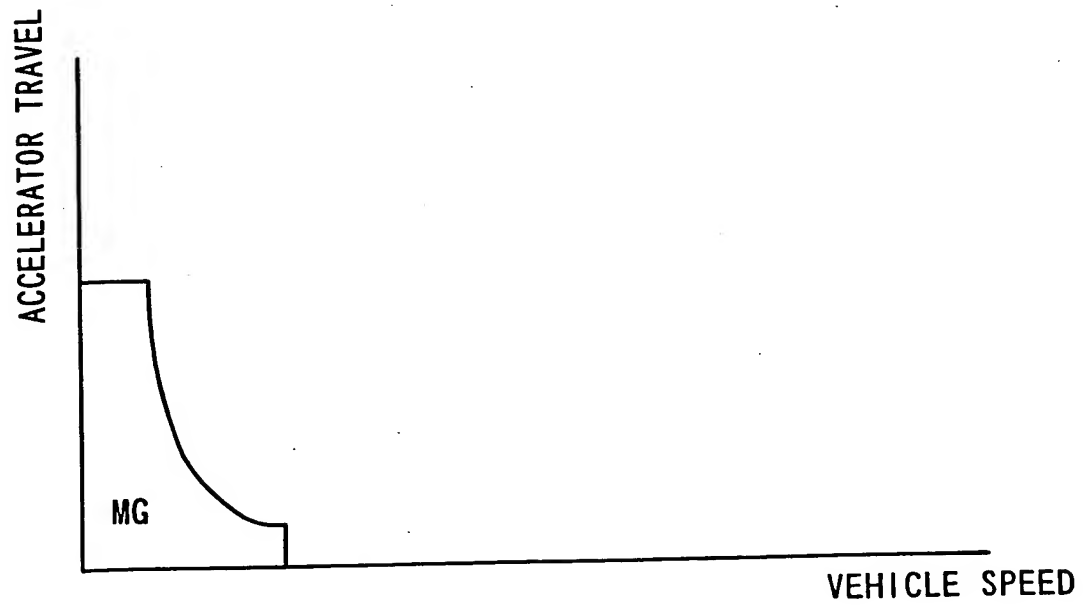


Fig. 12

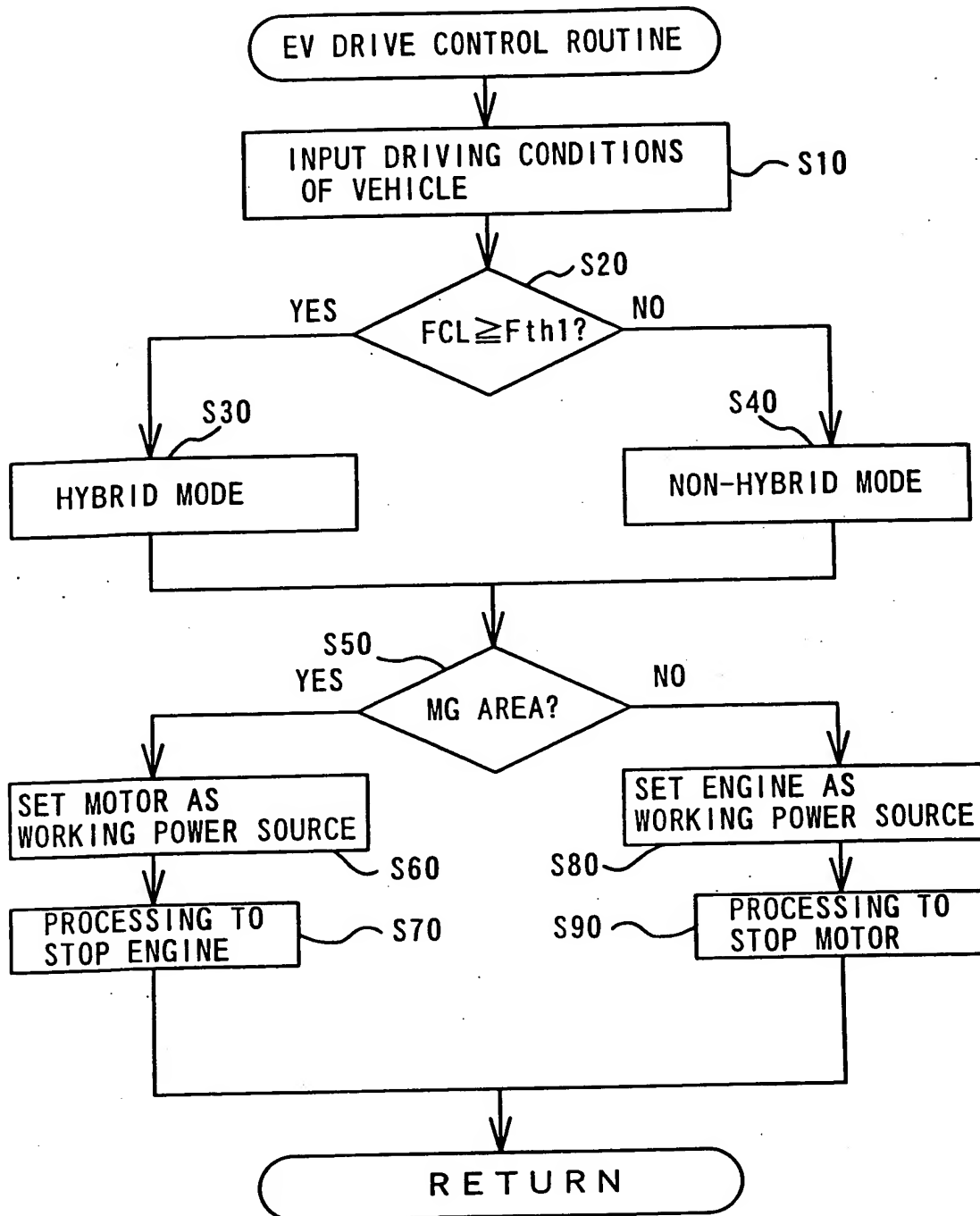


Fig. 13

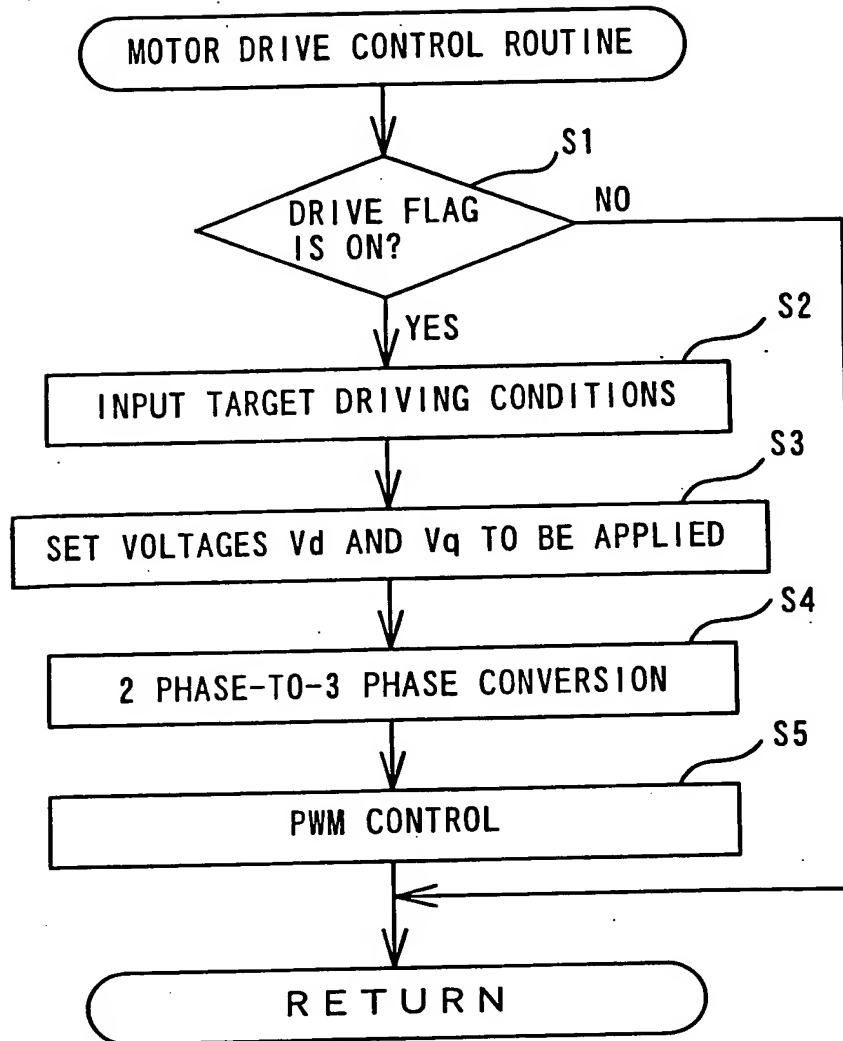


Fig. 14

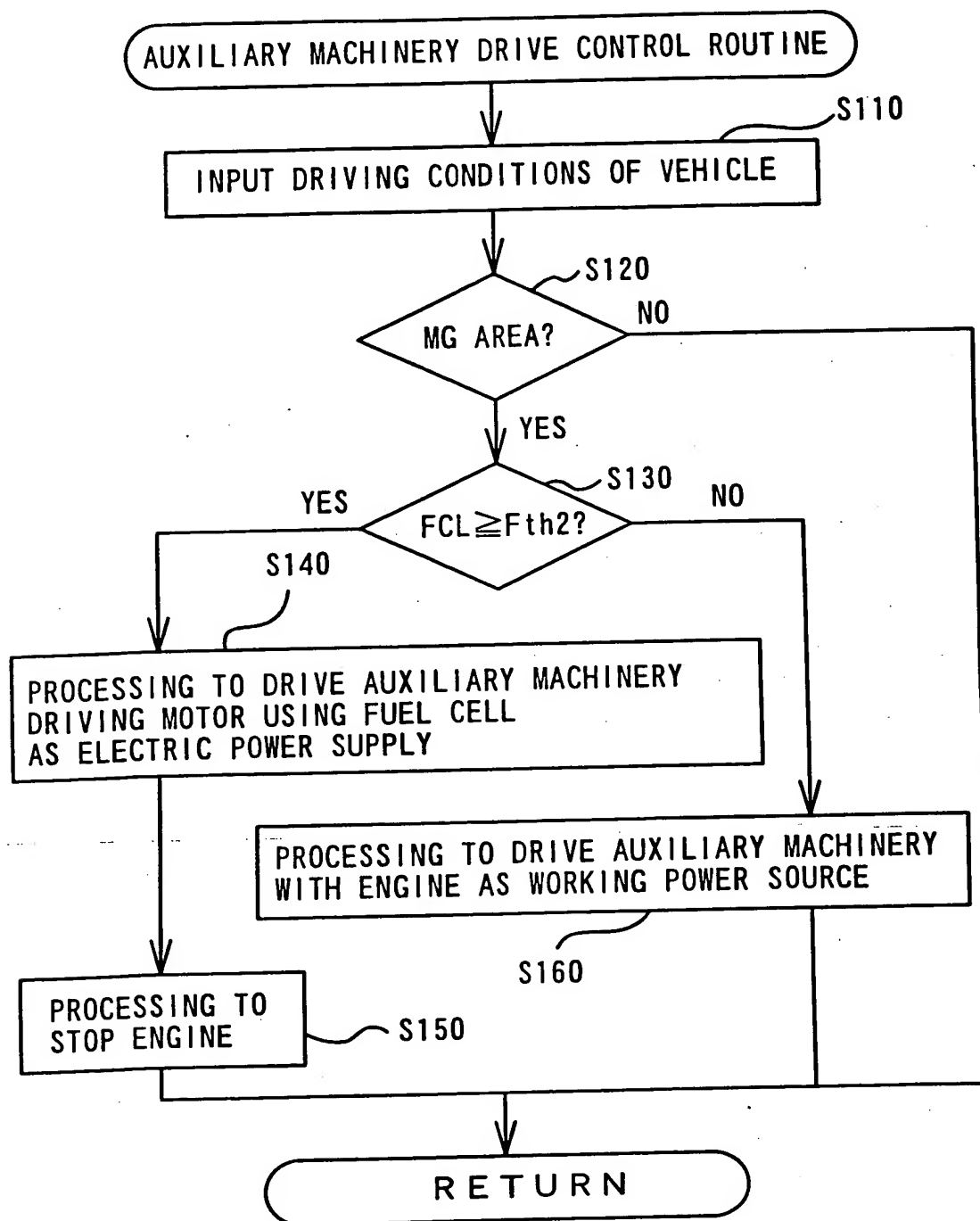


Fig. 15

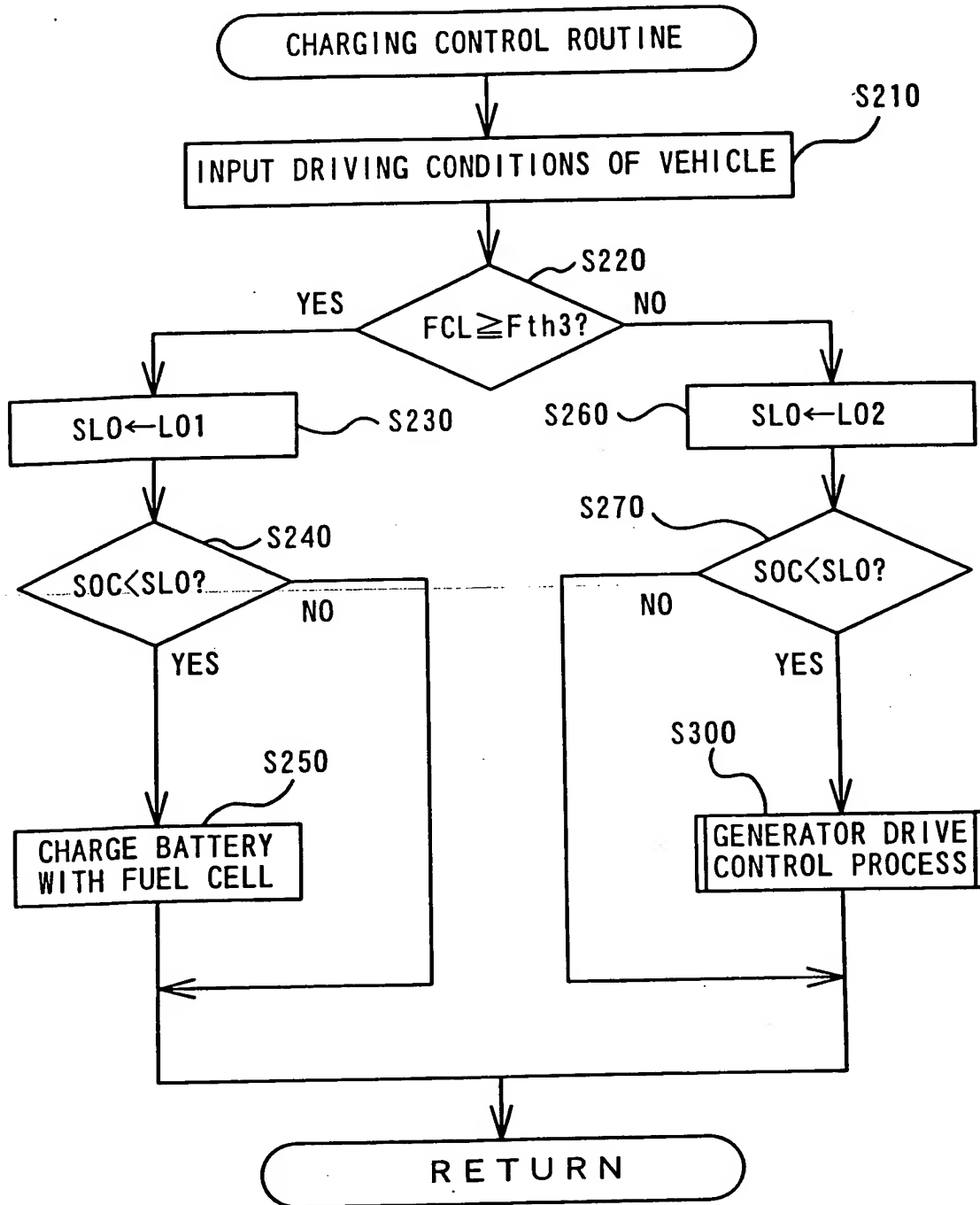


Fig. 16

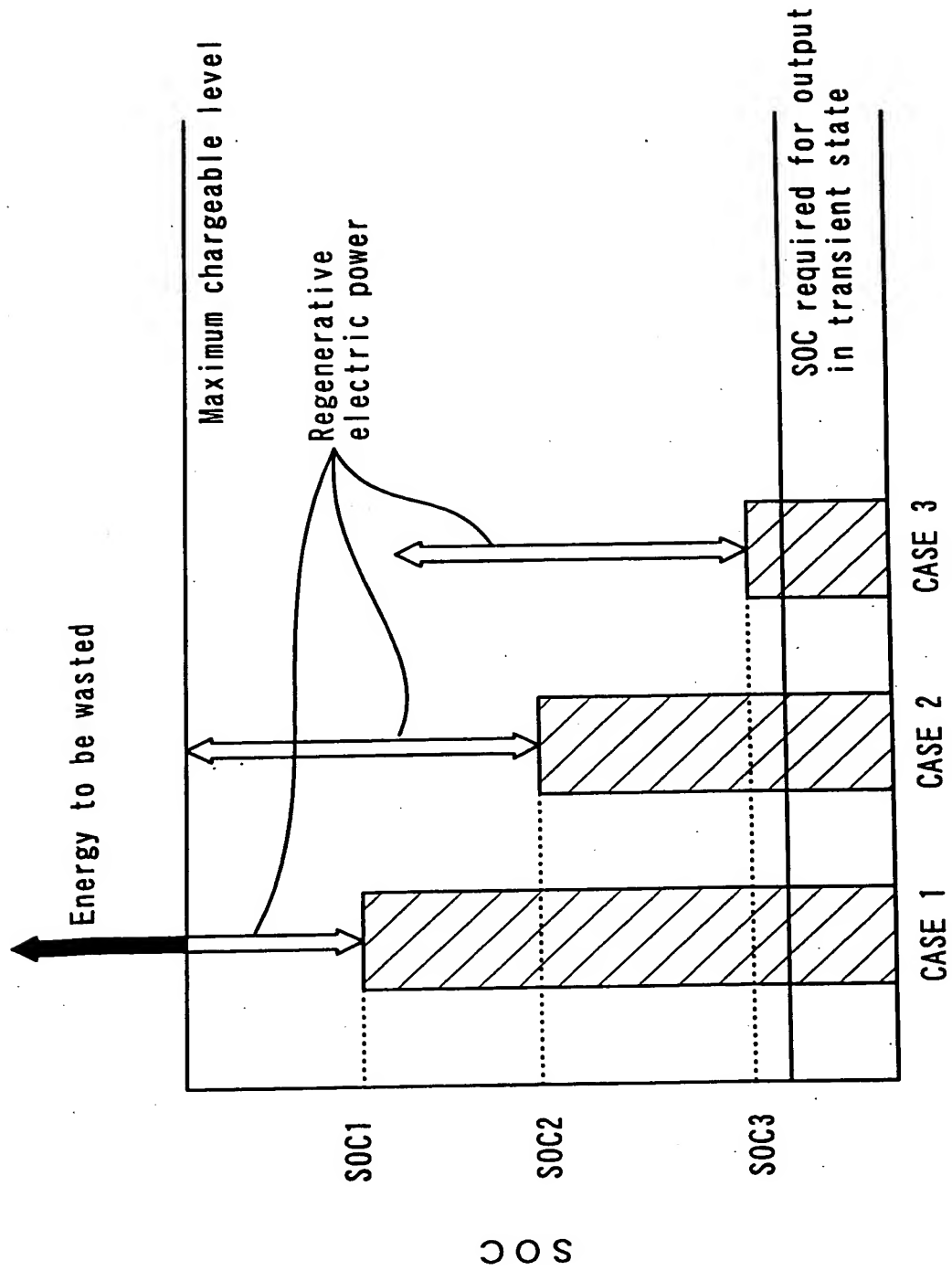


Fig. 17

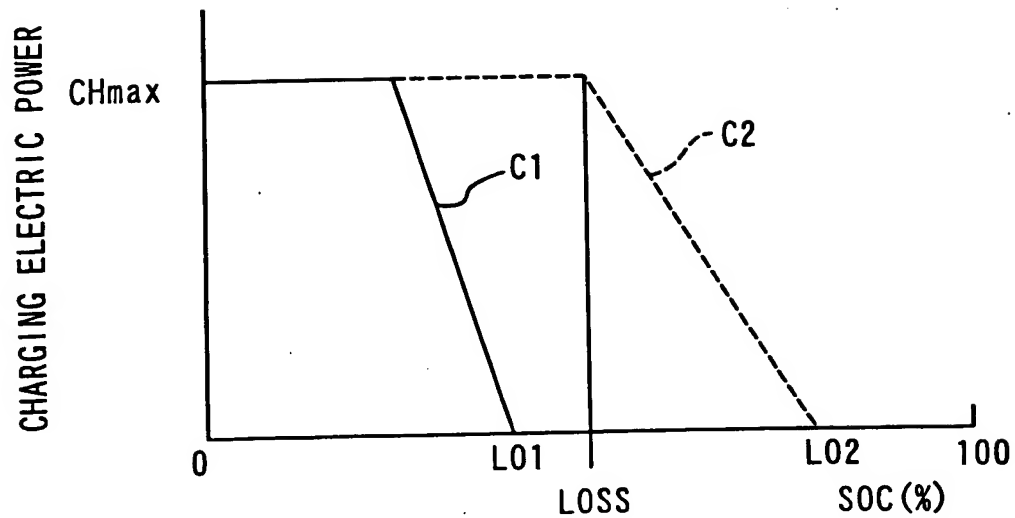


Fig. 18

Driving state			Motor 80	Motor 20
N, P	SOC < L02		⊙	○
	SOC ≥ L02		⊙	—
Other gearshift positions	EV drive		⊙	—
	Engine drive	During change of speed	⊙	—
		High AT oil temperature	⊙	—
		Other conditions	SOC < LOSS	○
			SOC ≥ LOSS	—
	Non-driving conditions	SOC < L02	○	△
		SOC ≥ L02	—	△

⊙ : Used as main generator
○ : Used as sub-generator
△ : Regenerative operation

Fig. 19

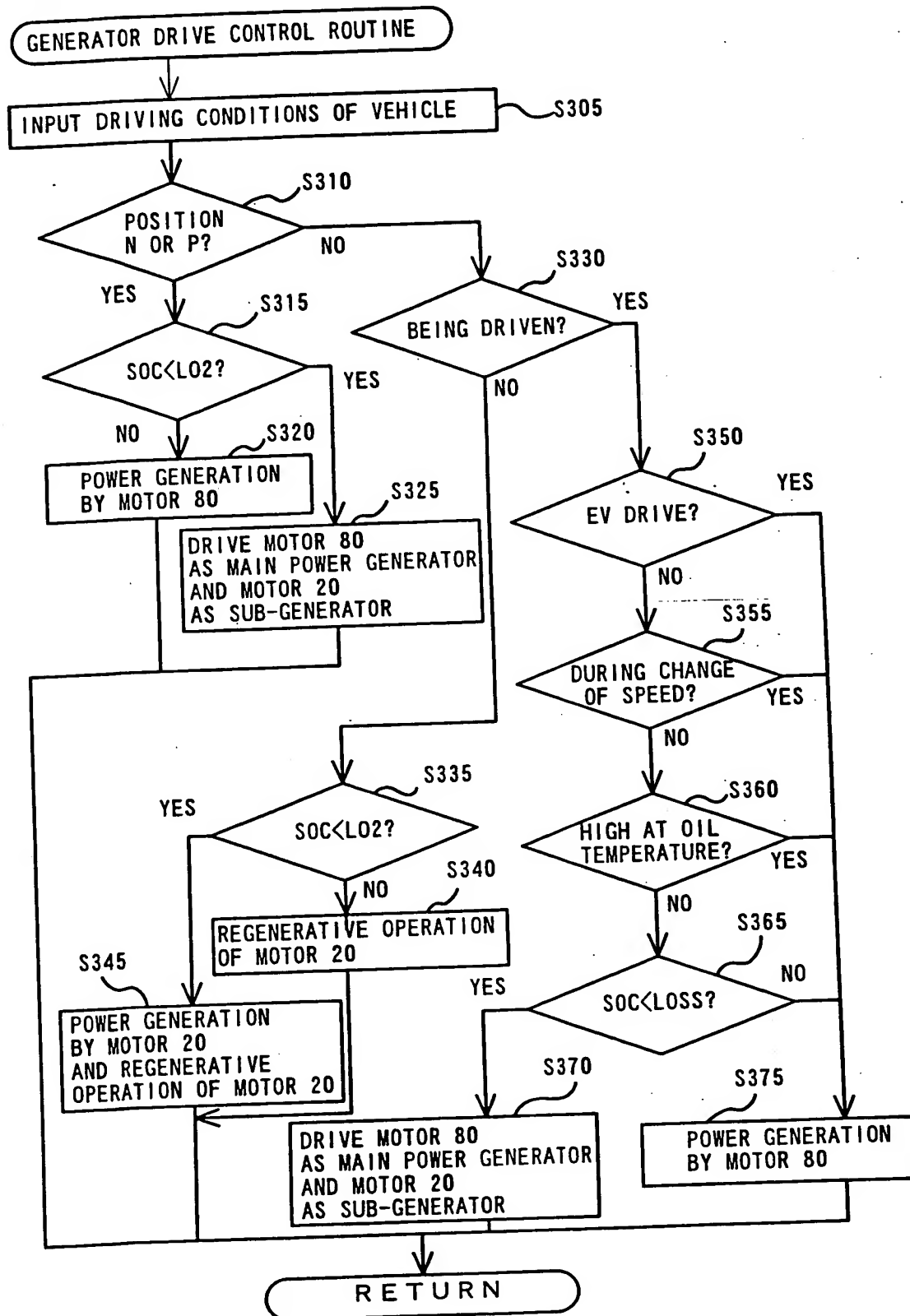


Fig. 20

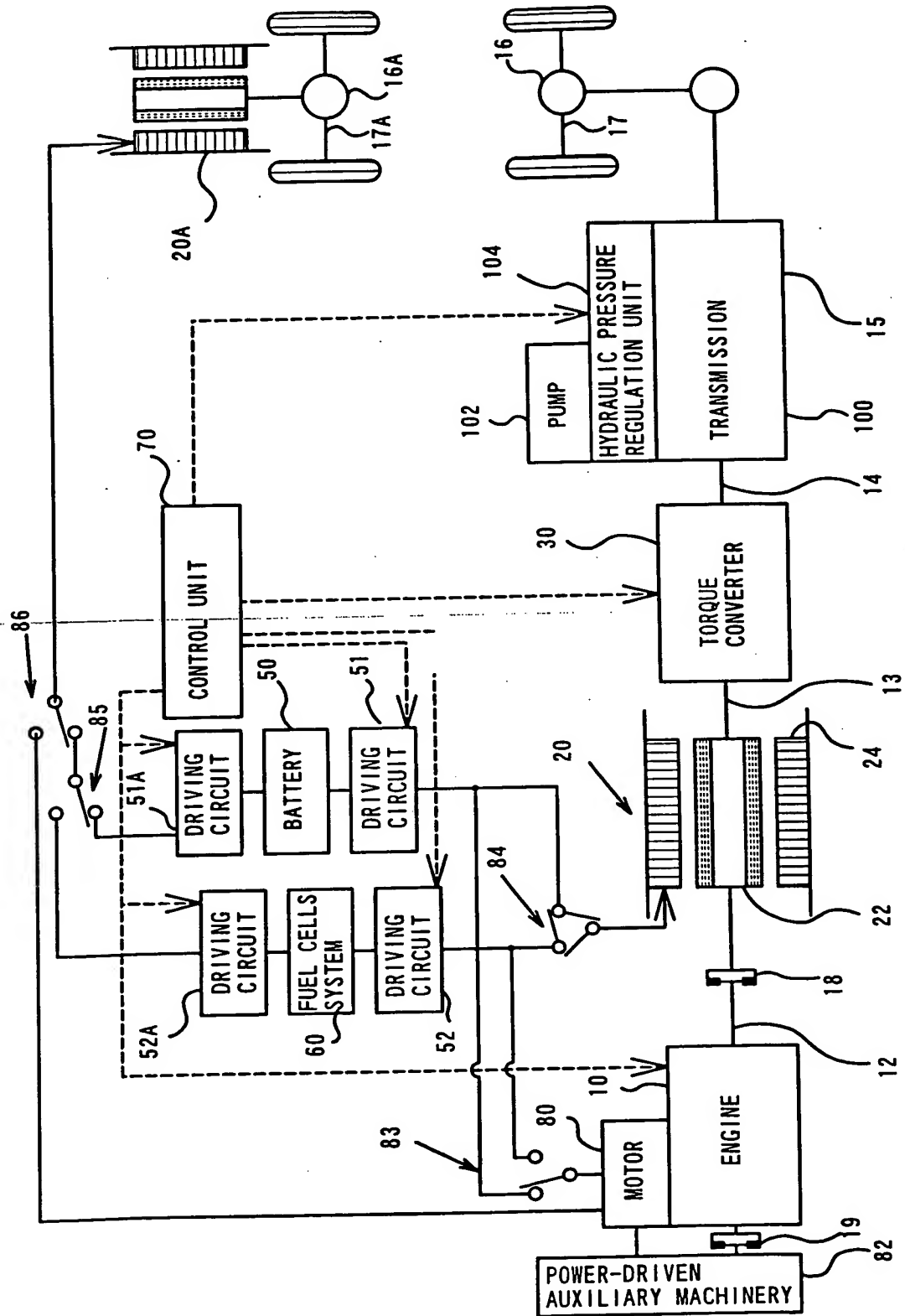


Fig. 21

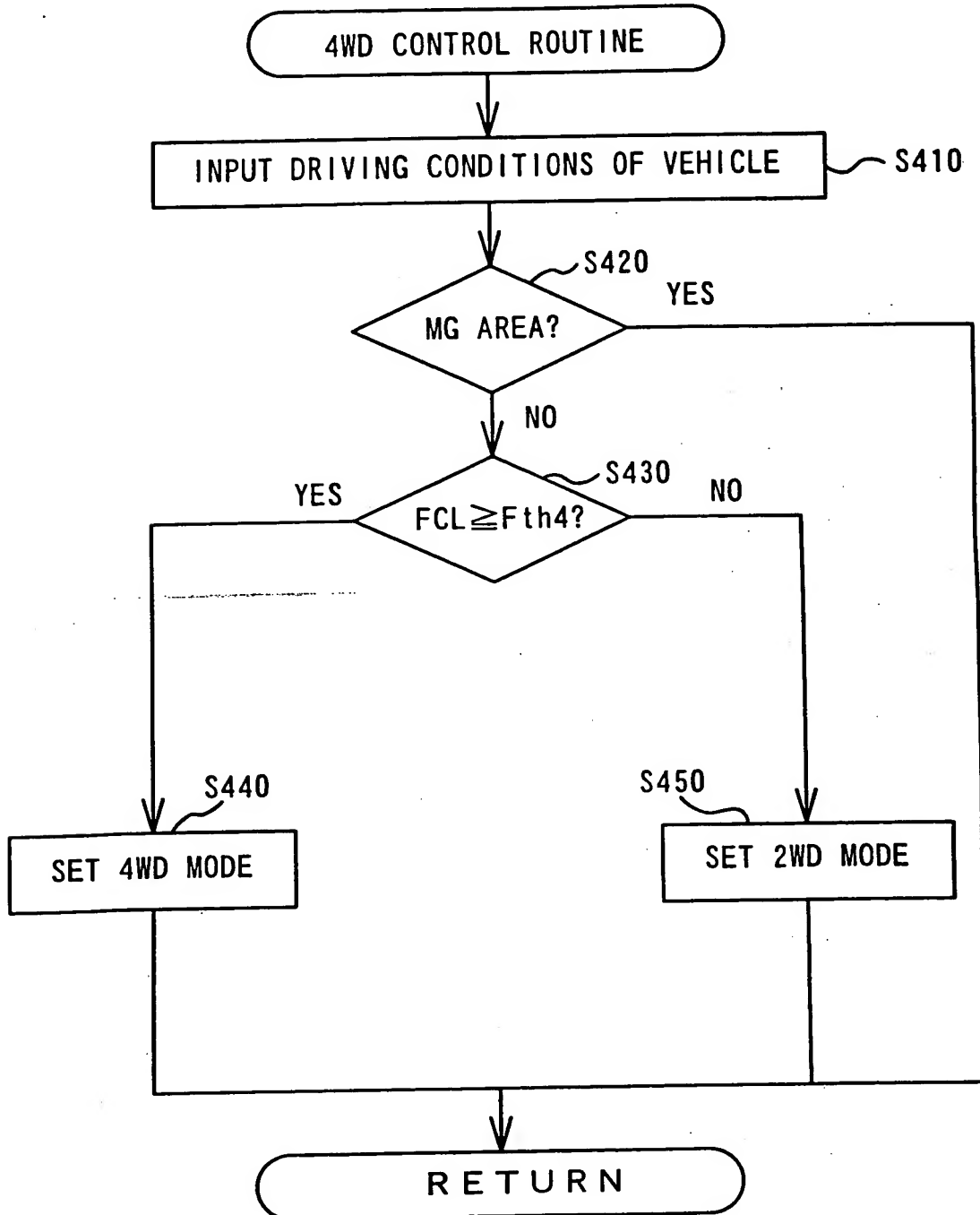


Fig. 22

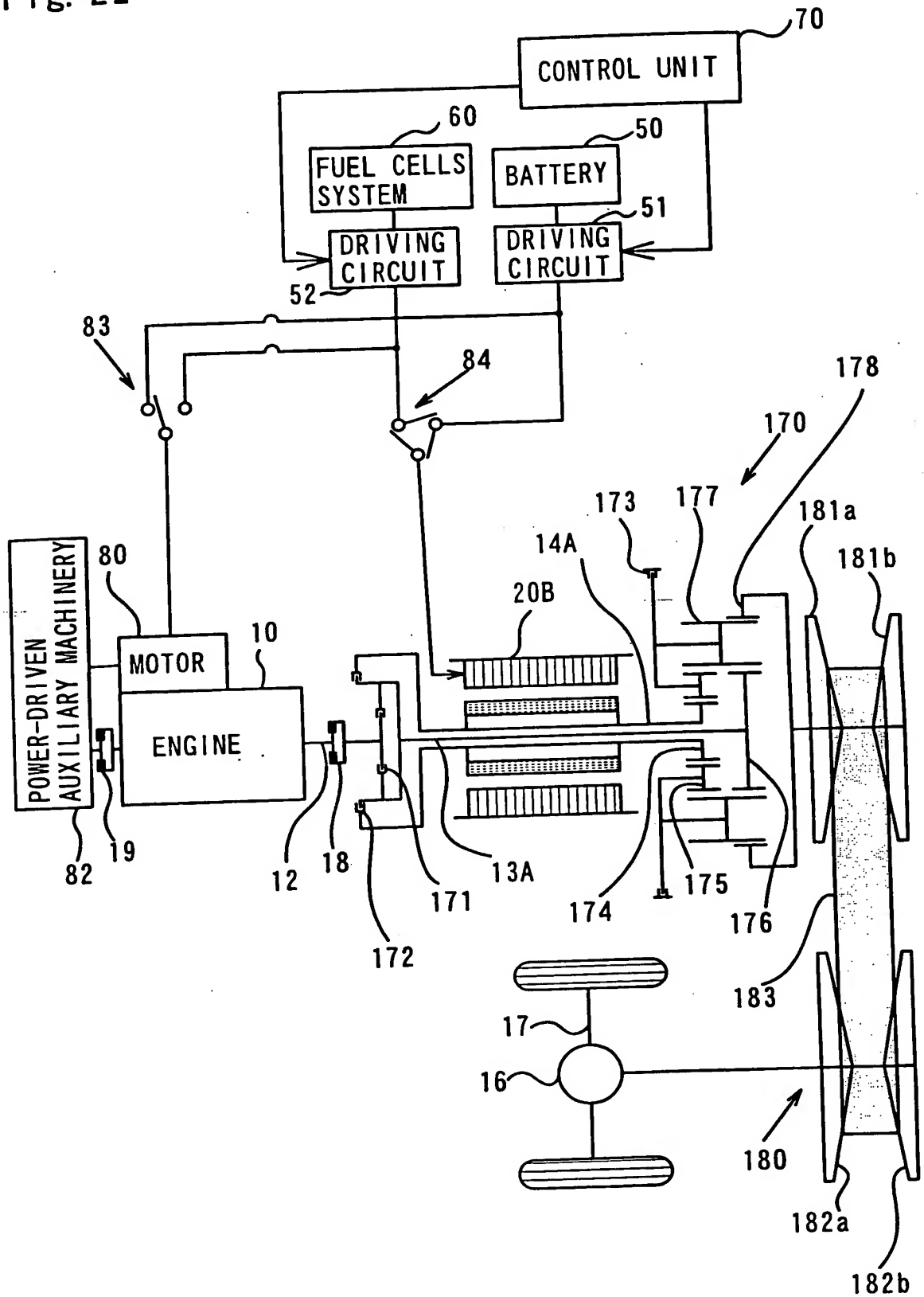


Fig. 23

		Clutch 171	Clutch 172	Brake 173	Gear ratio
Engine	D	○	○	×	1
	2nd (low speed)	△	○	×	1
	high speed	○	×	○	$-1/(\rho 2)$
	low speed	△	×	○	$-1/(\rho 2)$
Motor	N	×	×	○	
	1 s t	×	×	○	$1/(\rho 1)$
	D	○	○	×	1
	2nd (assist)	×	○	×	1
	2nd (regeneration)	×	×	○	$-1/(\rho 1)$
	R	×	×	○	

○ : Coupled
△ : Slip
× : Released

Fig. 24

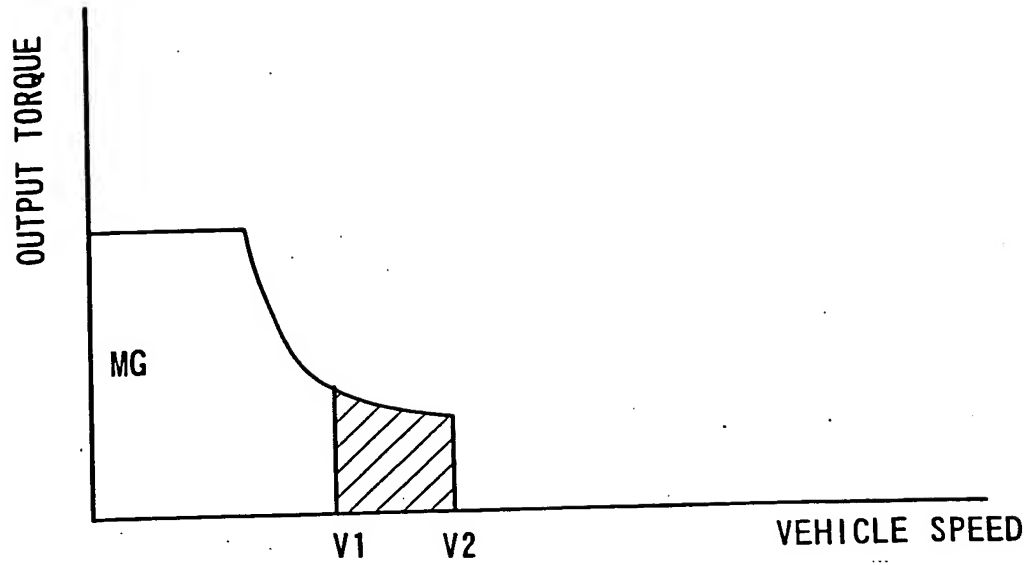


Fig. 25

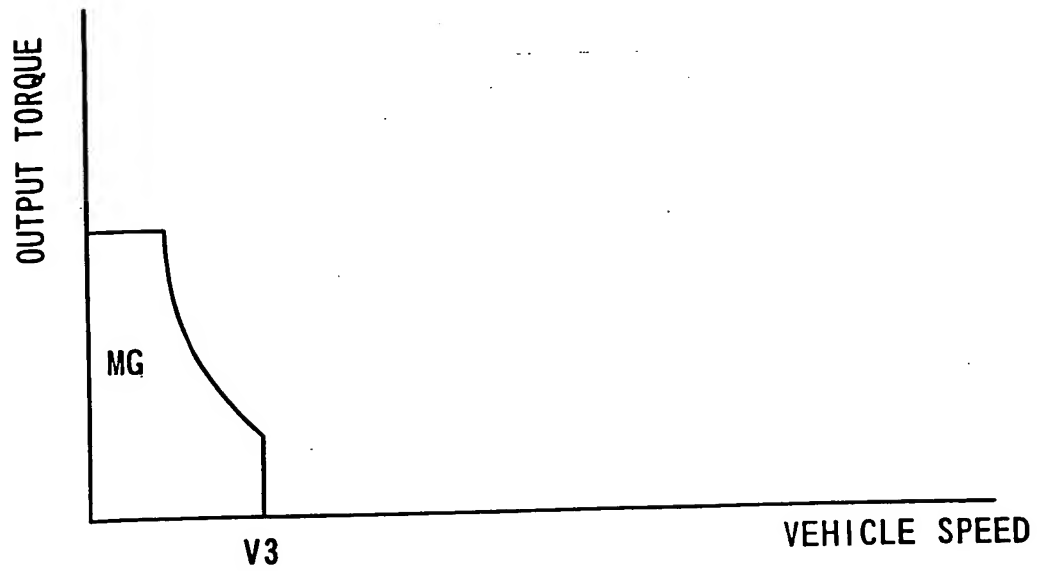


Fig. 26

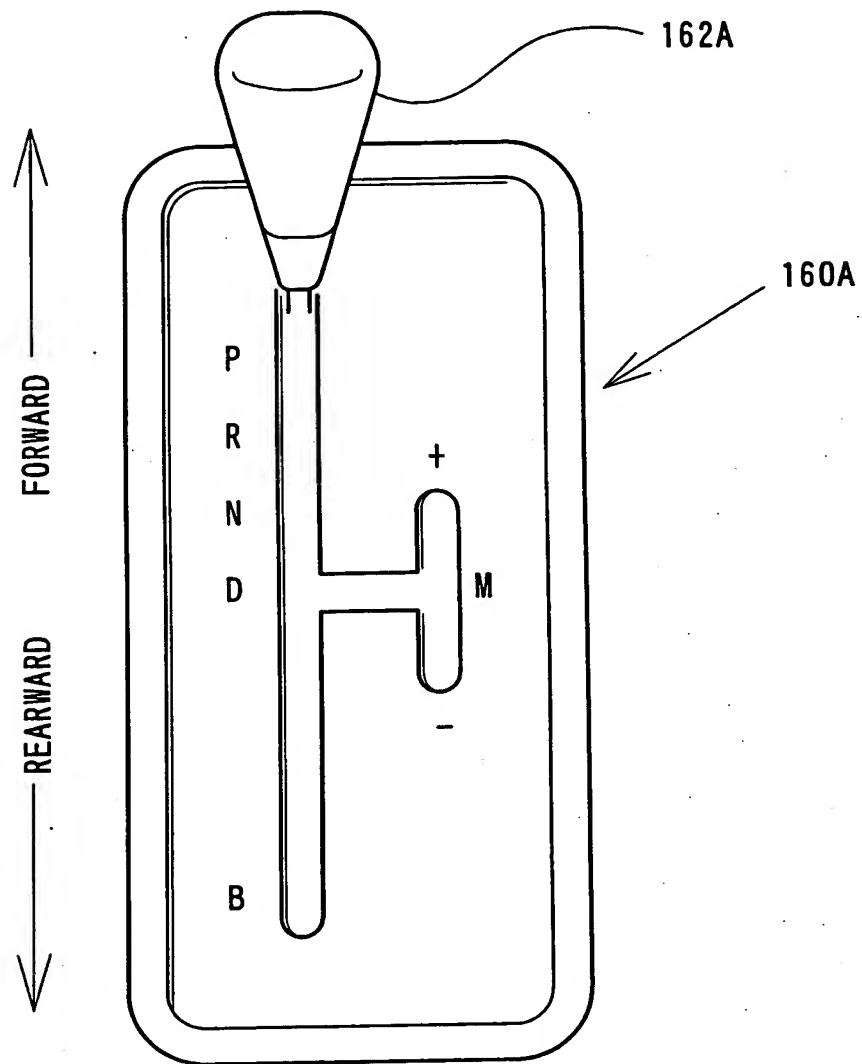


Fig. 27

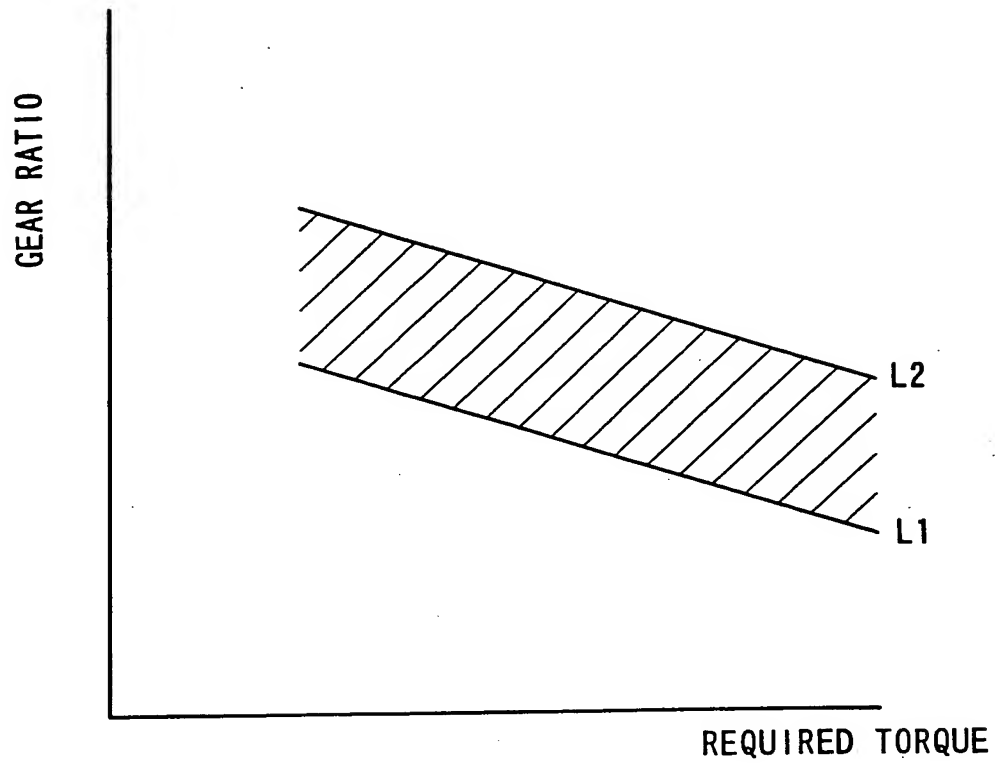


Fig. 28

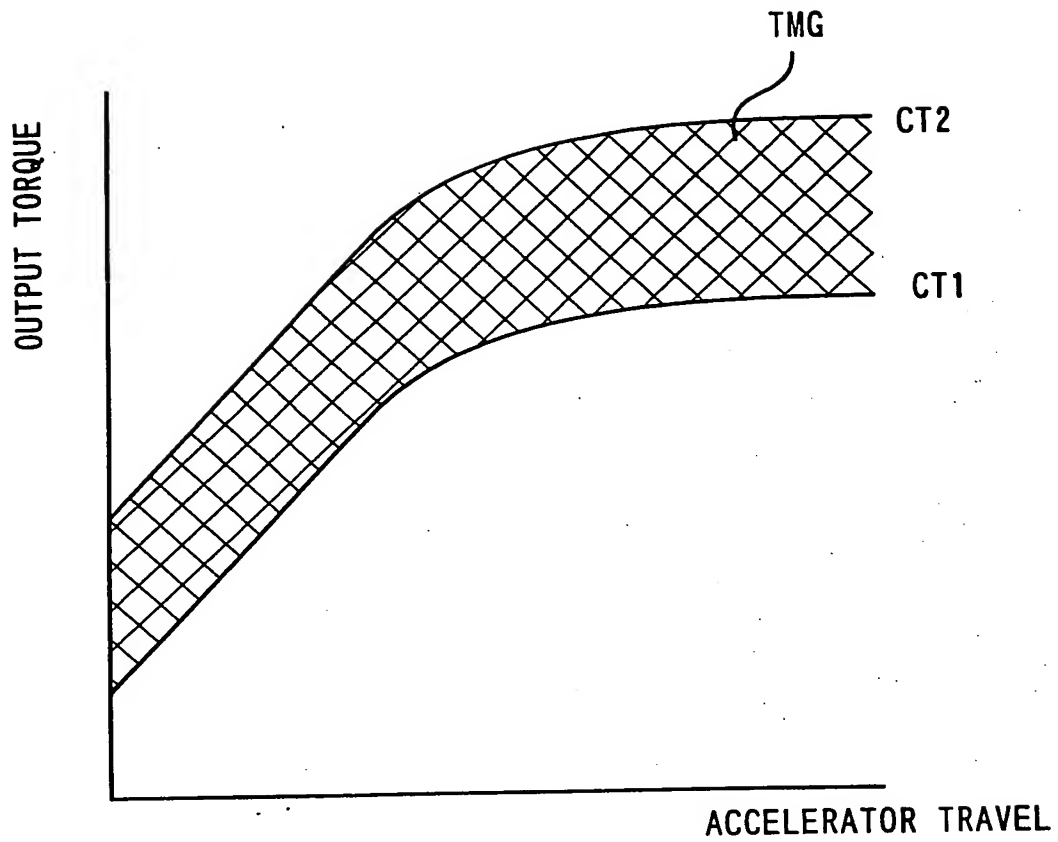


Fig. 29

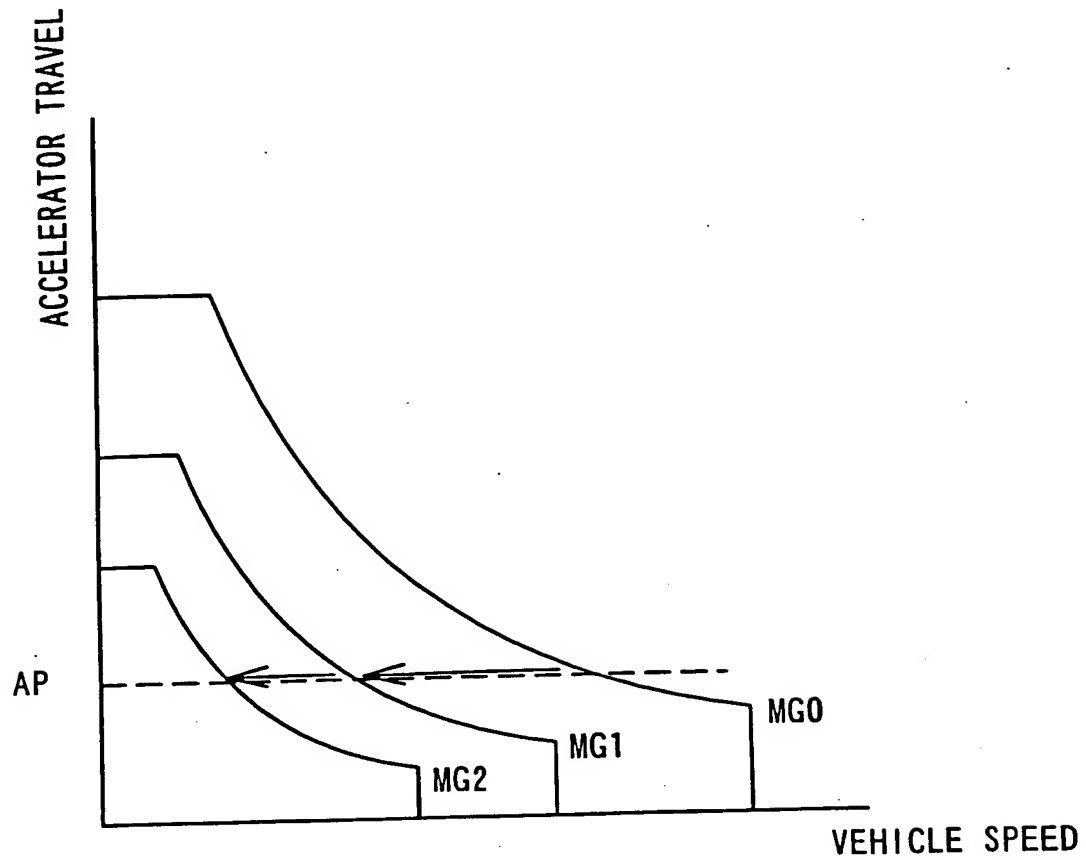


Fig. 30

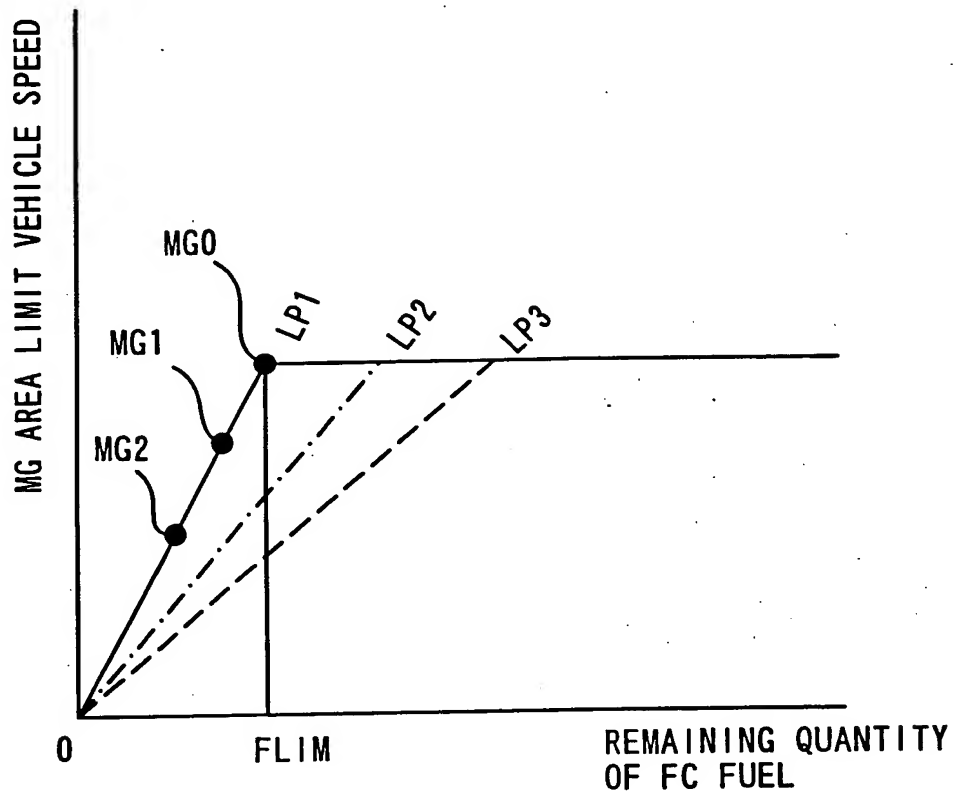


Fig. 31

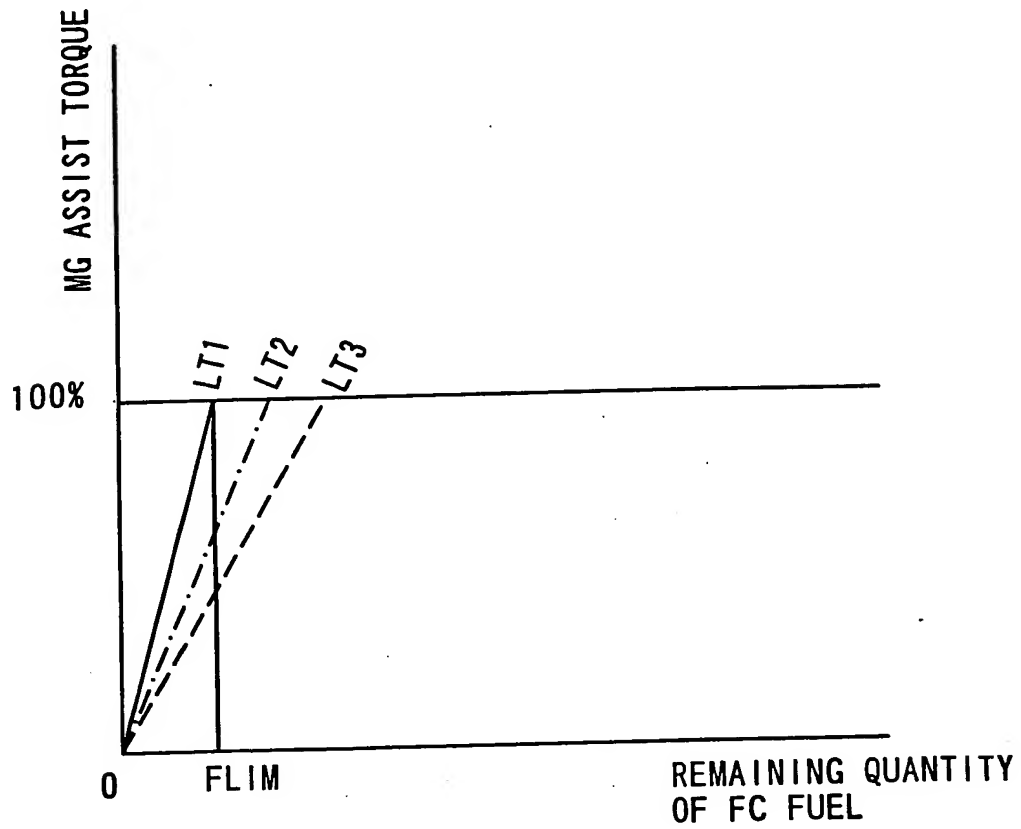


Fig. 32

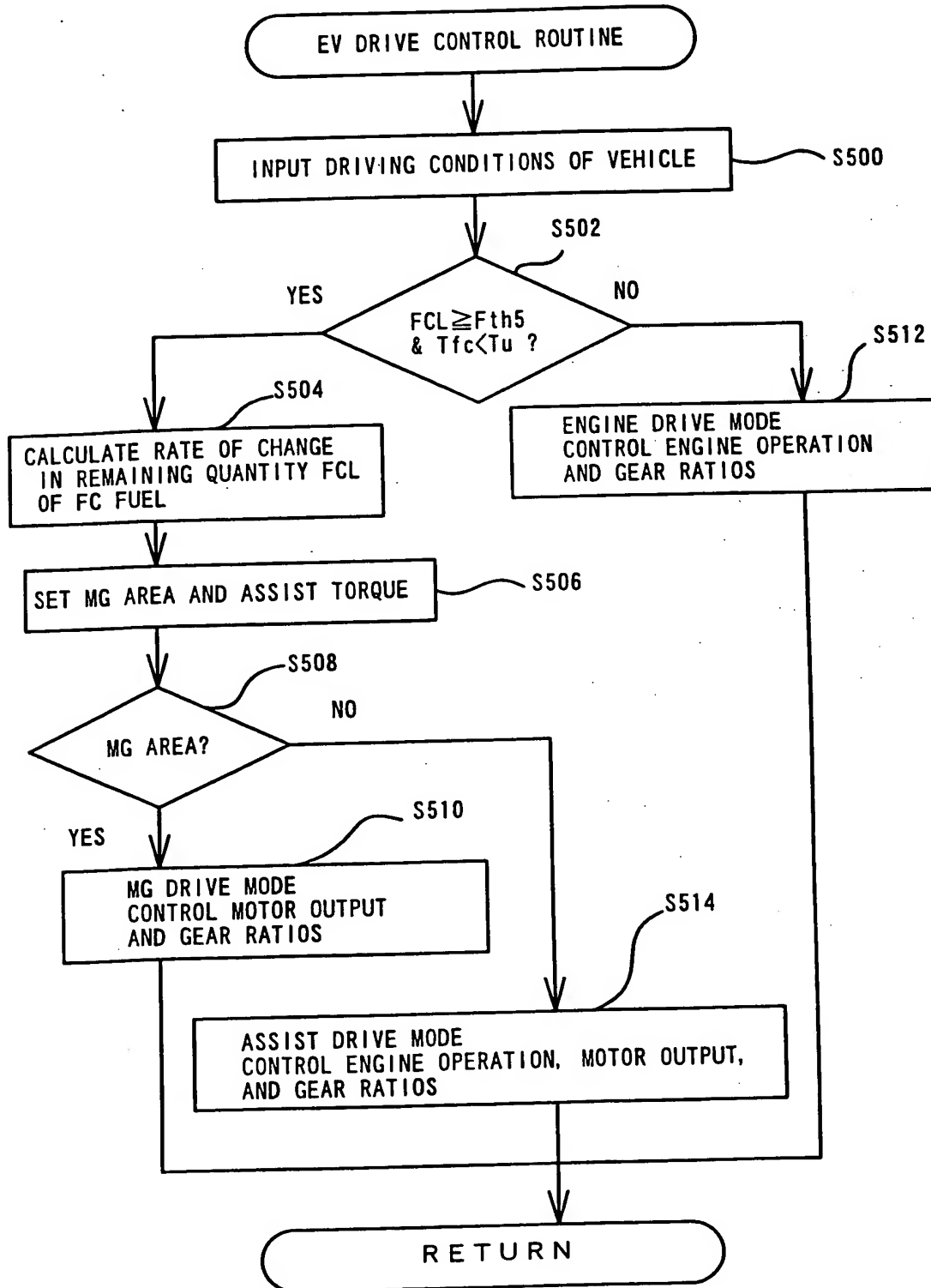


Fig. 33

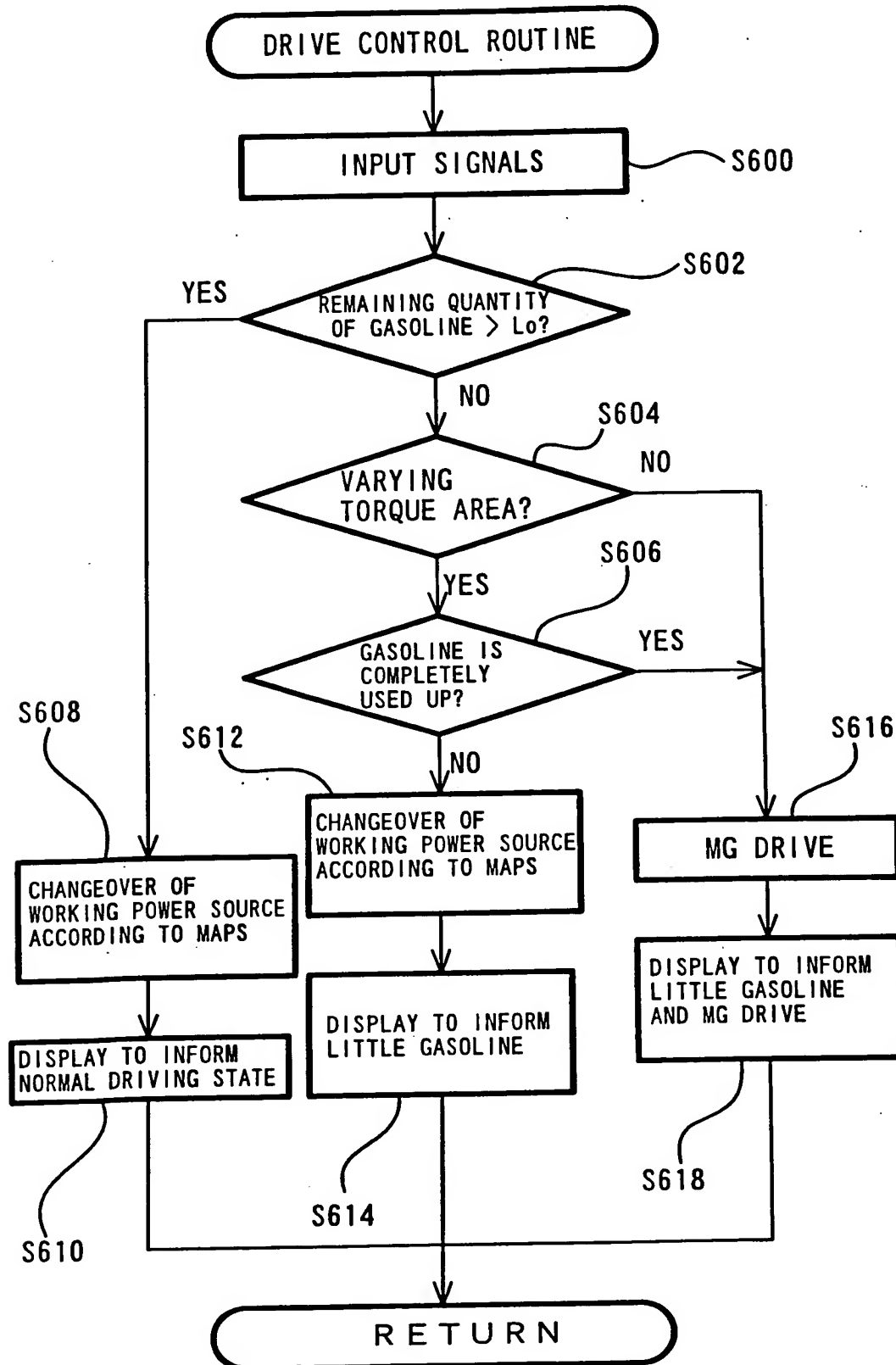


Fig. 34

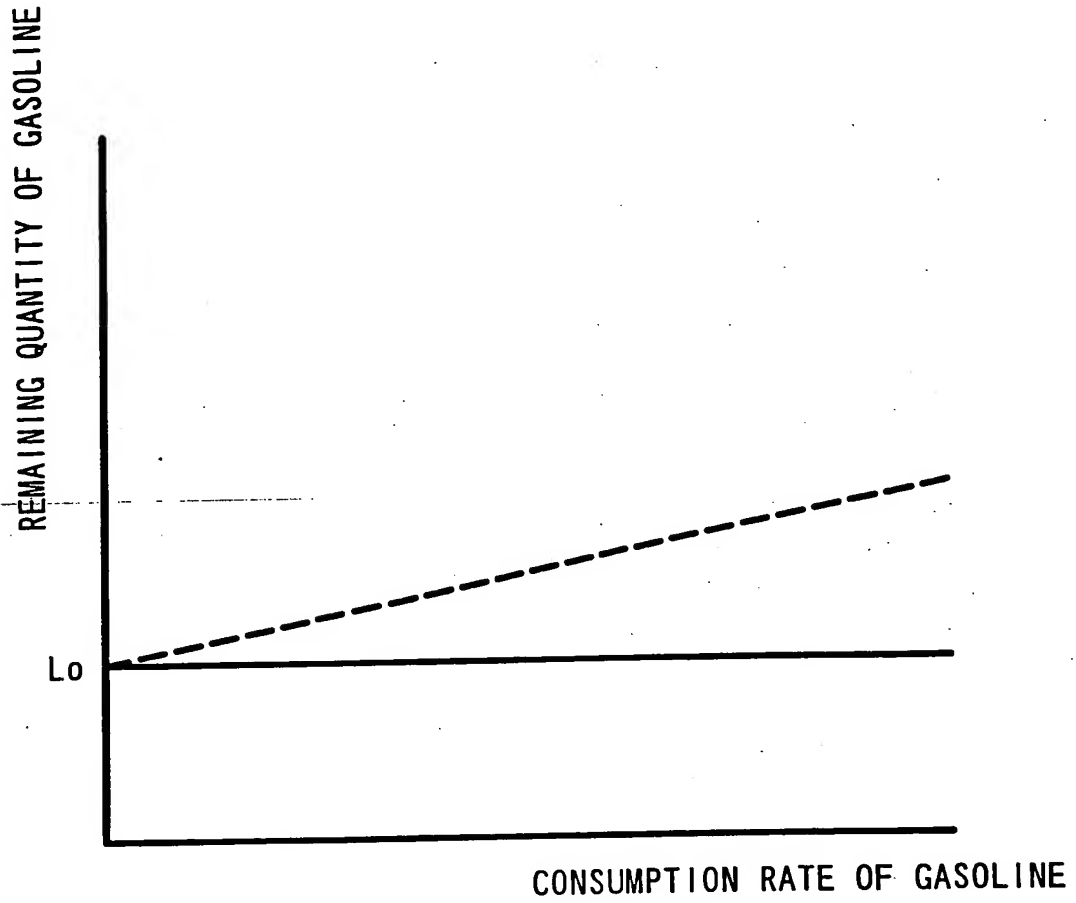


Fig. 35

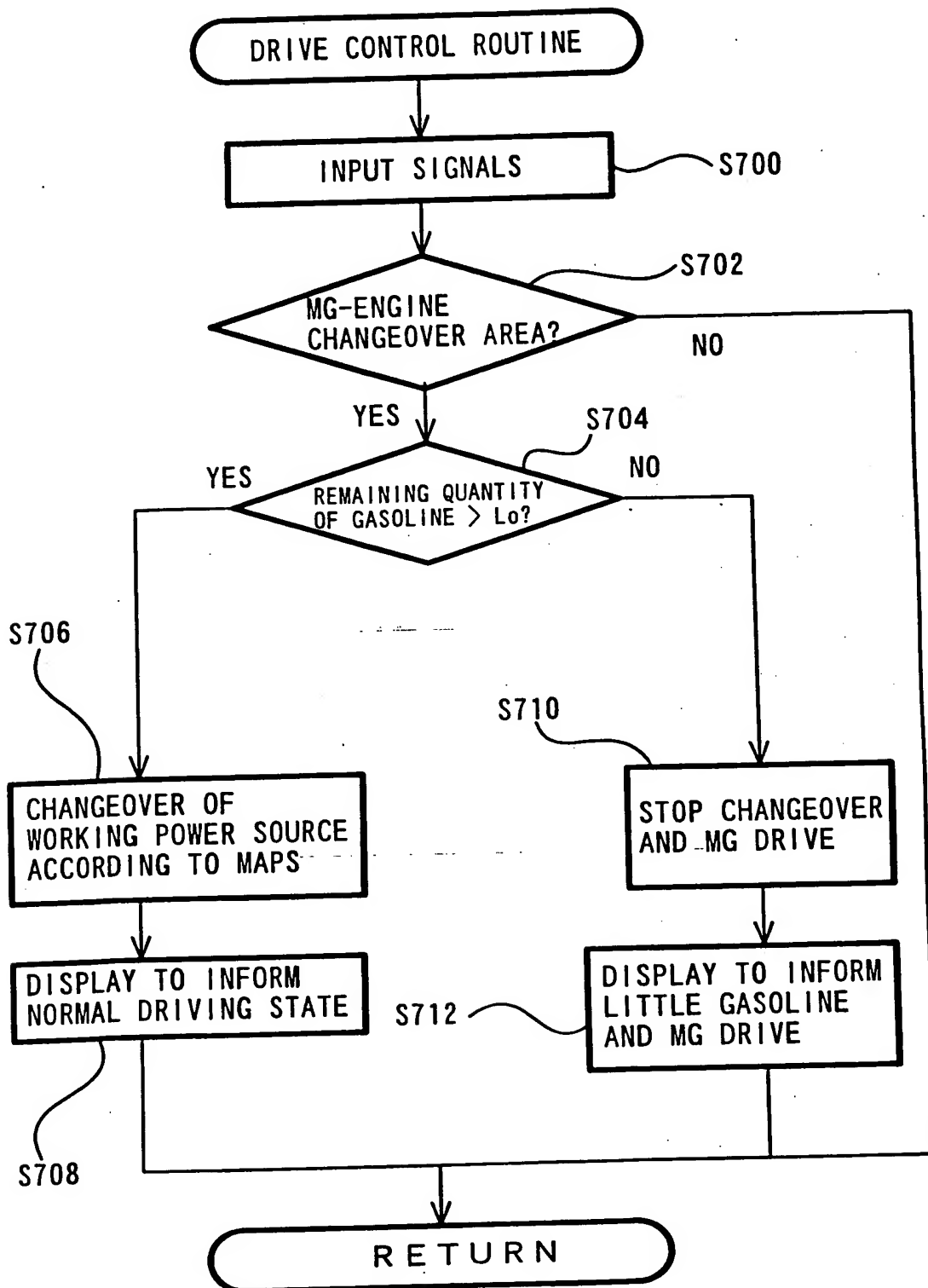


Fig. 36

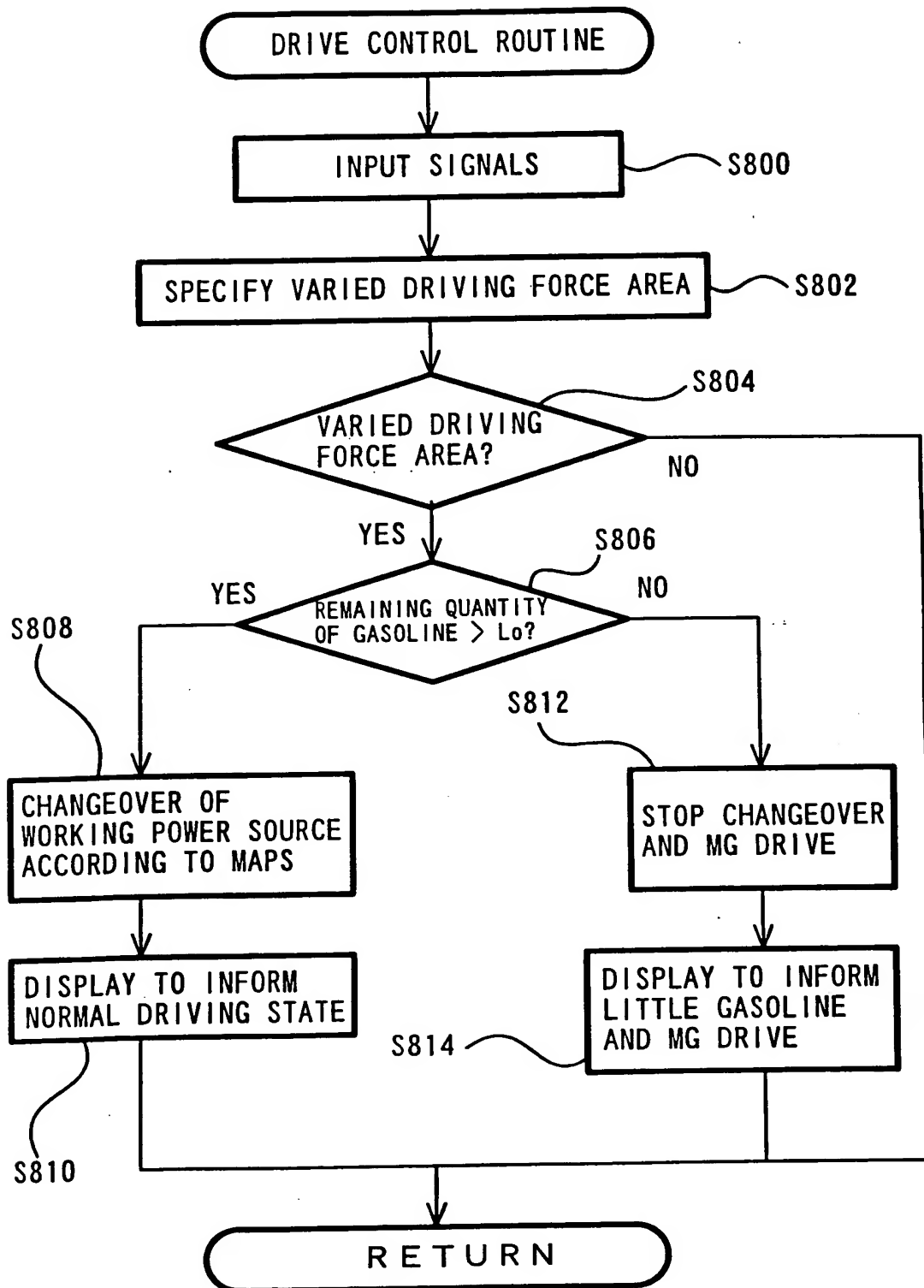


Fig. 37

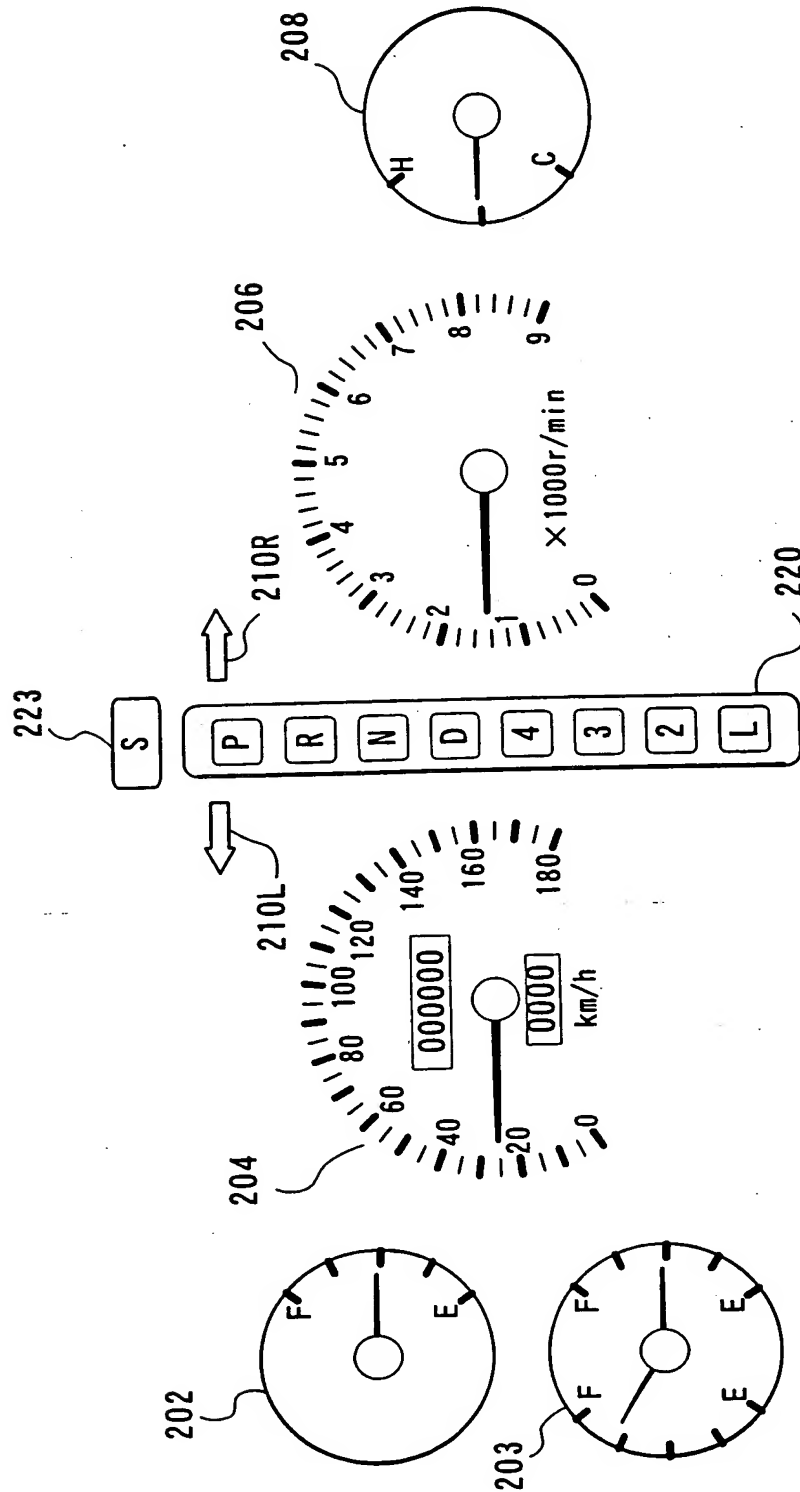


Fig. 38

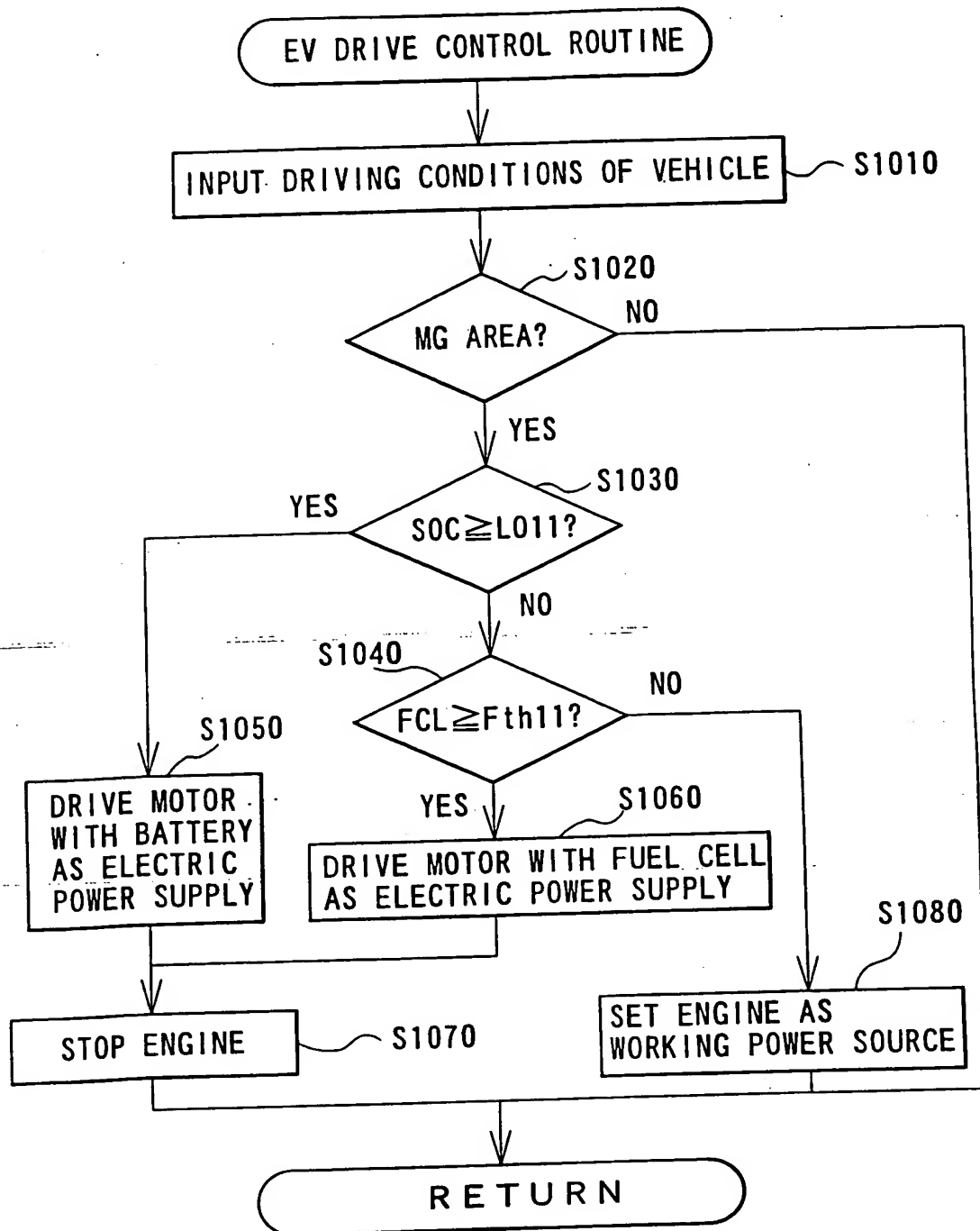


Fig. 39

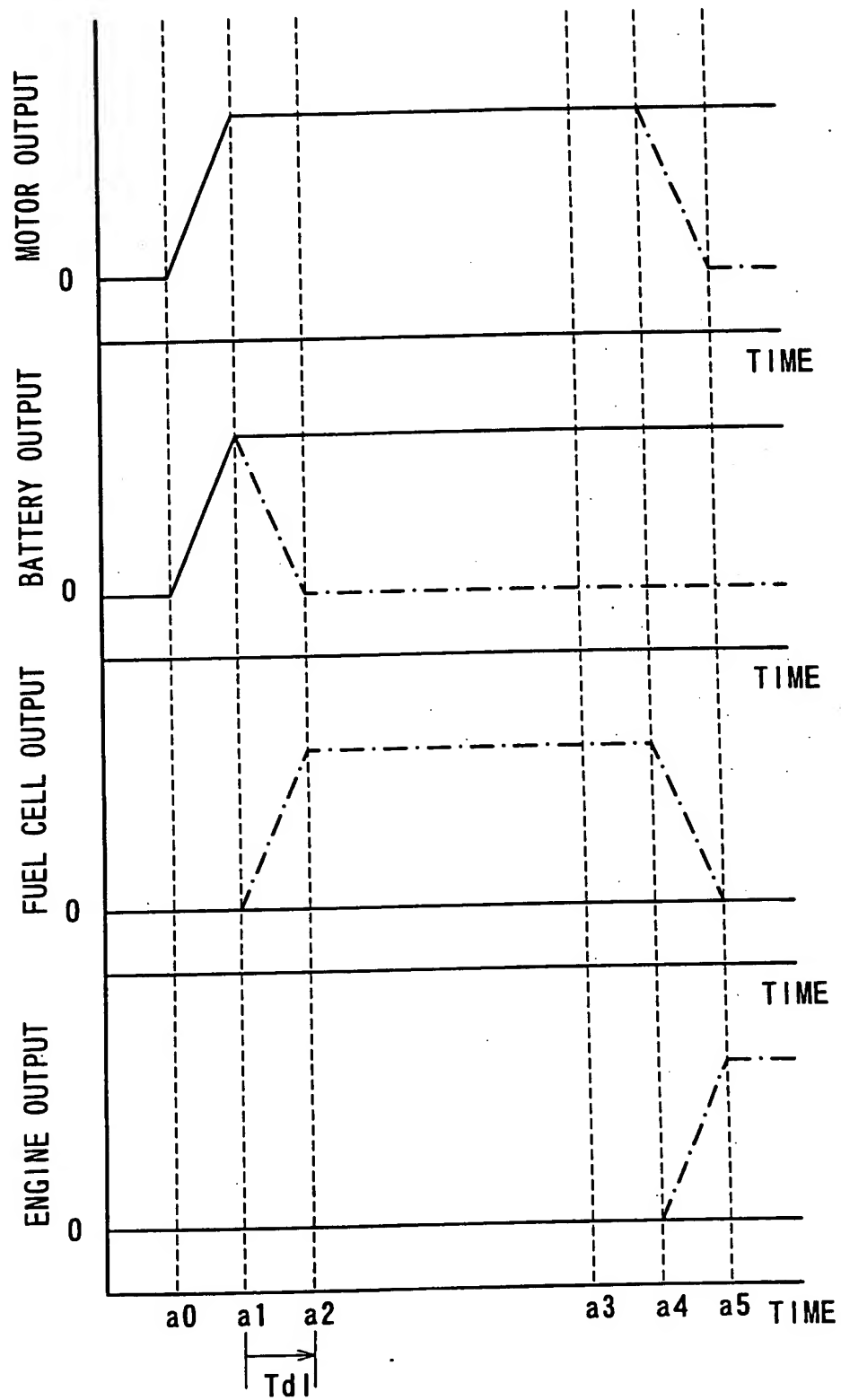


Fig. 40

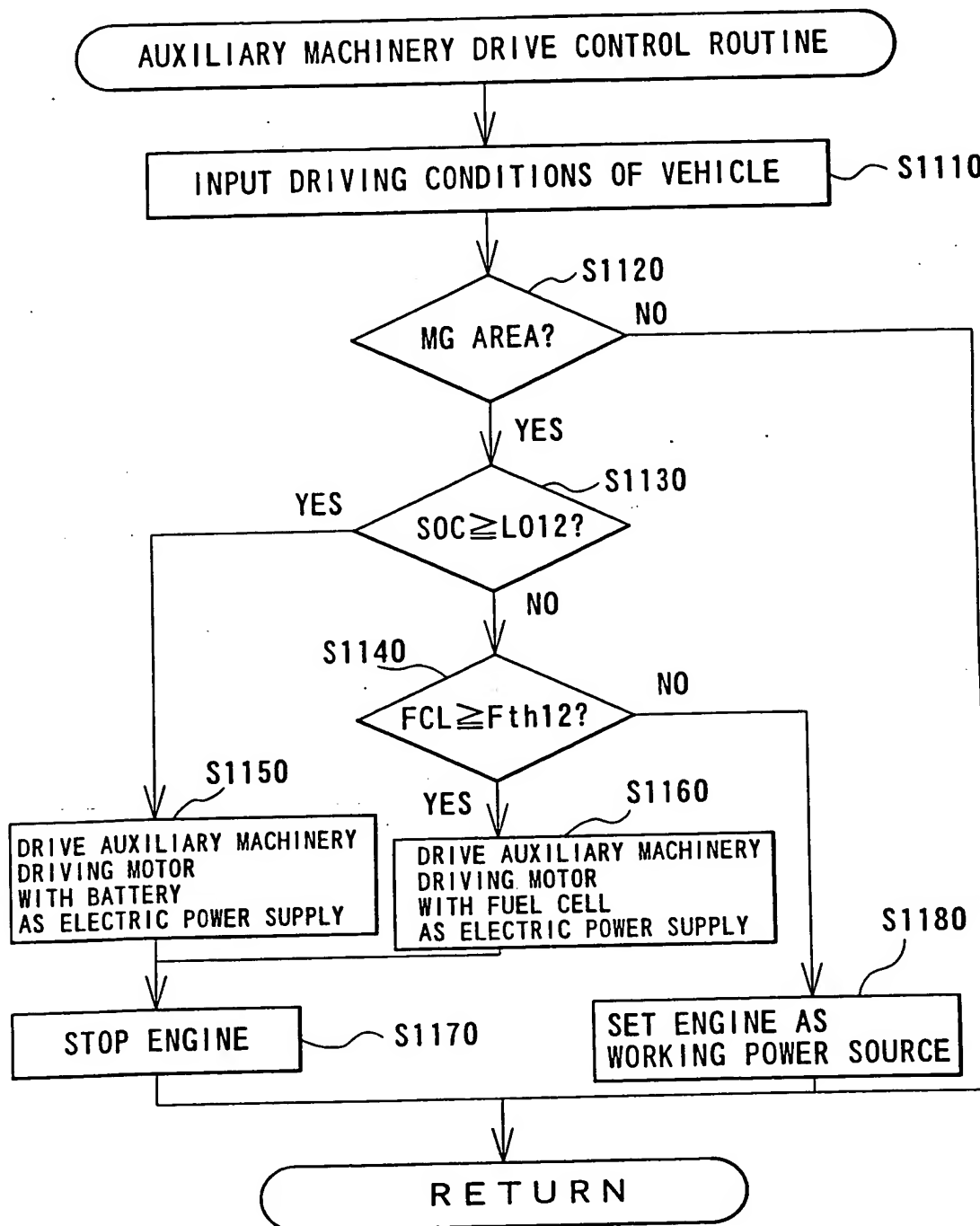


Fig. 41

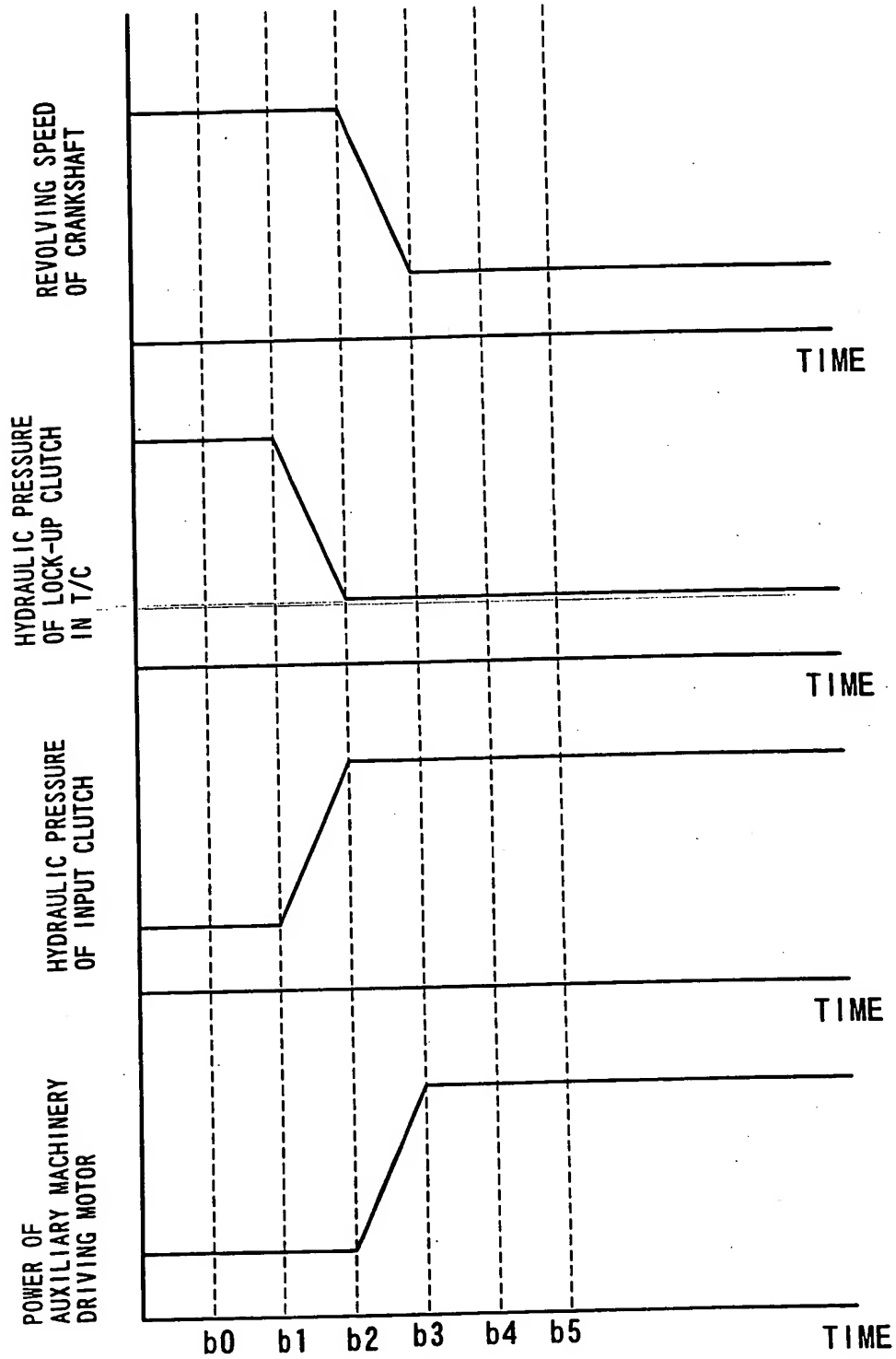


Fig. 42

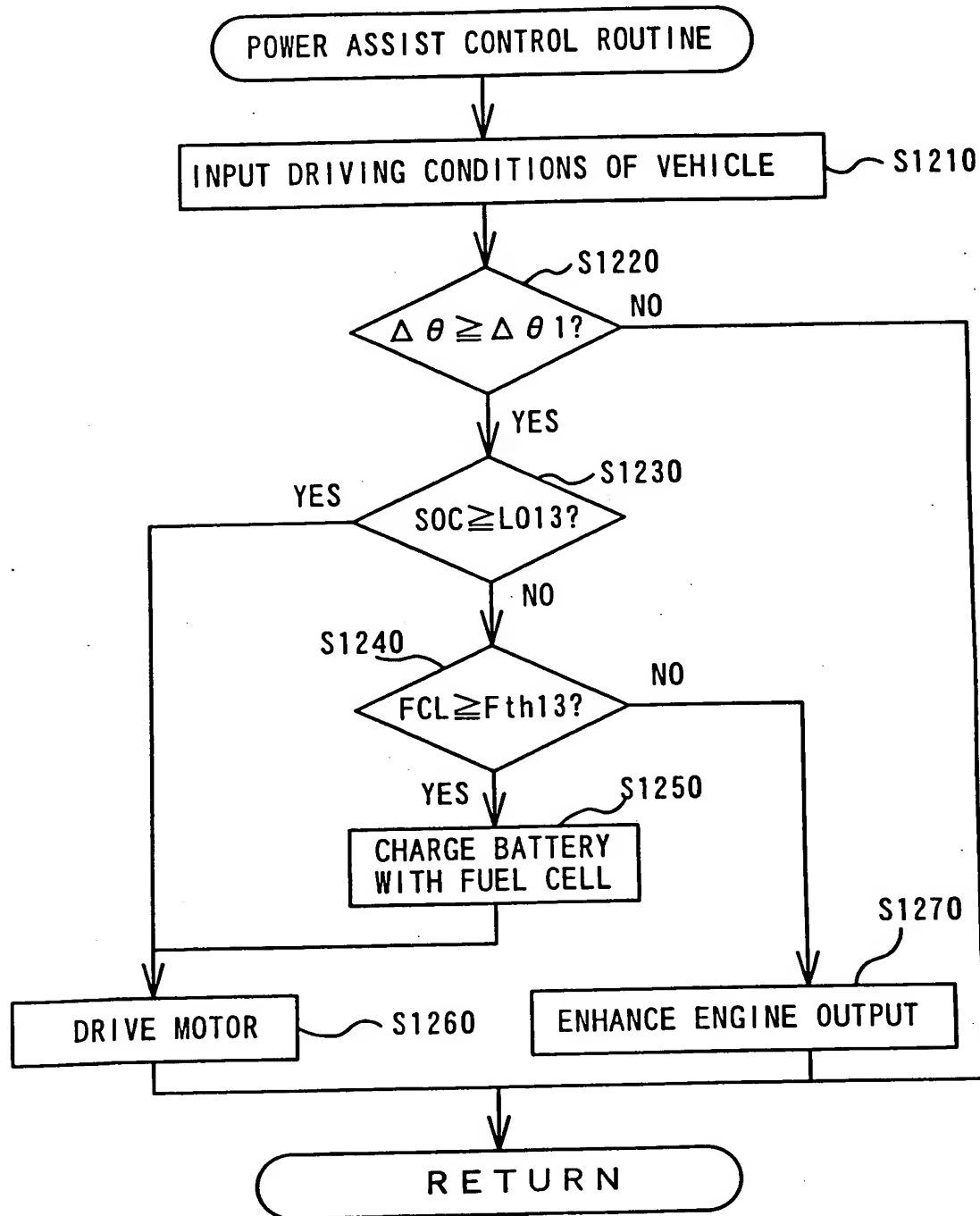


Fig. 43

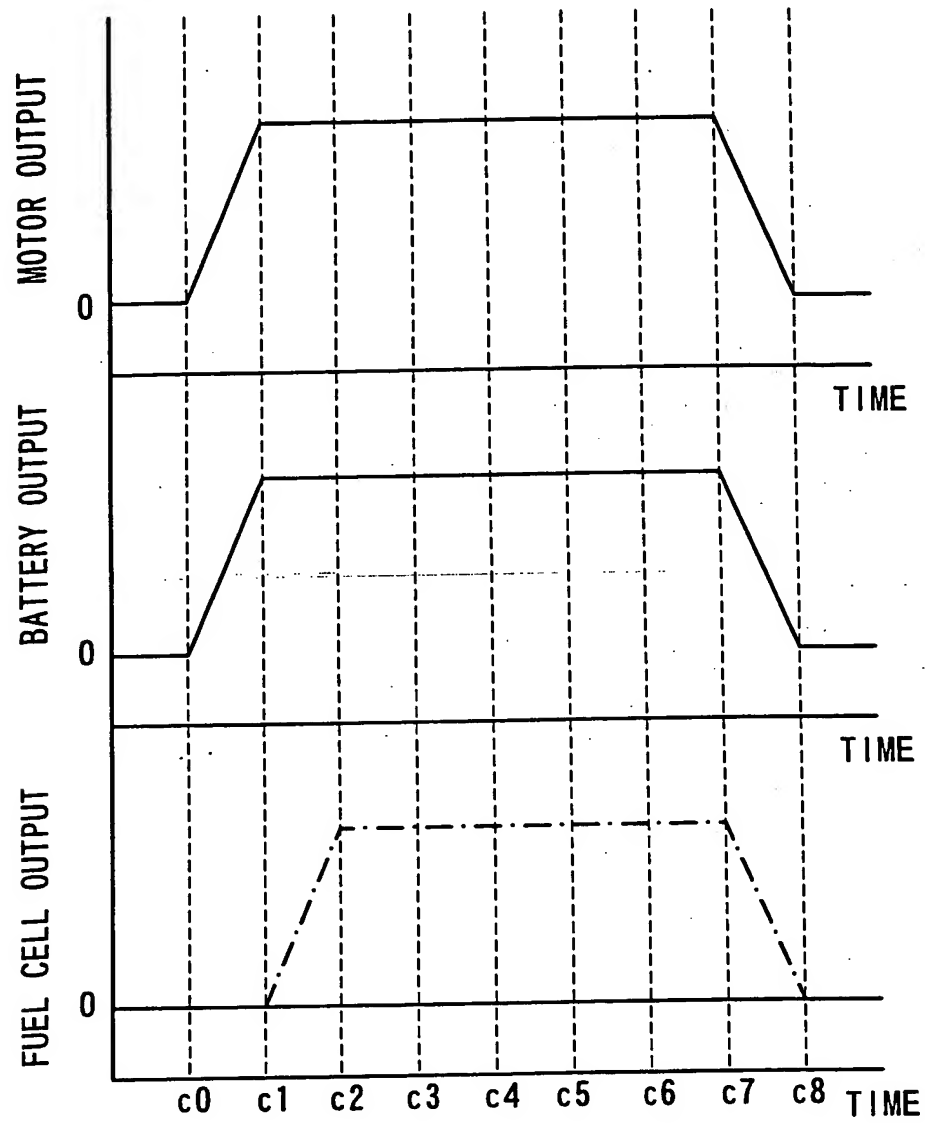


Fig. 44

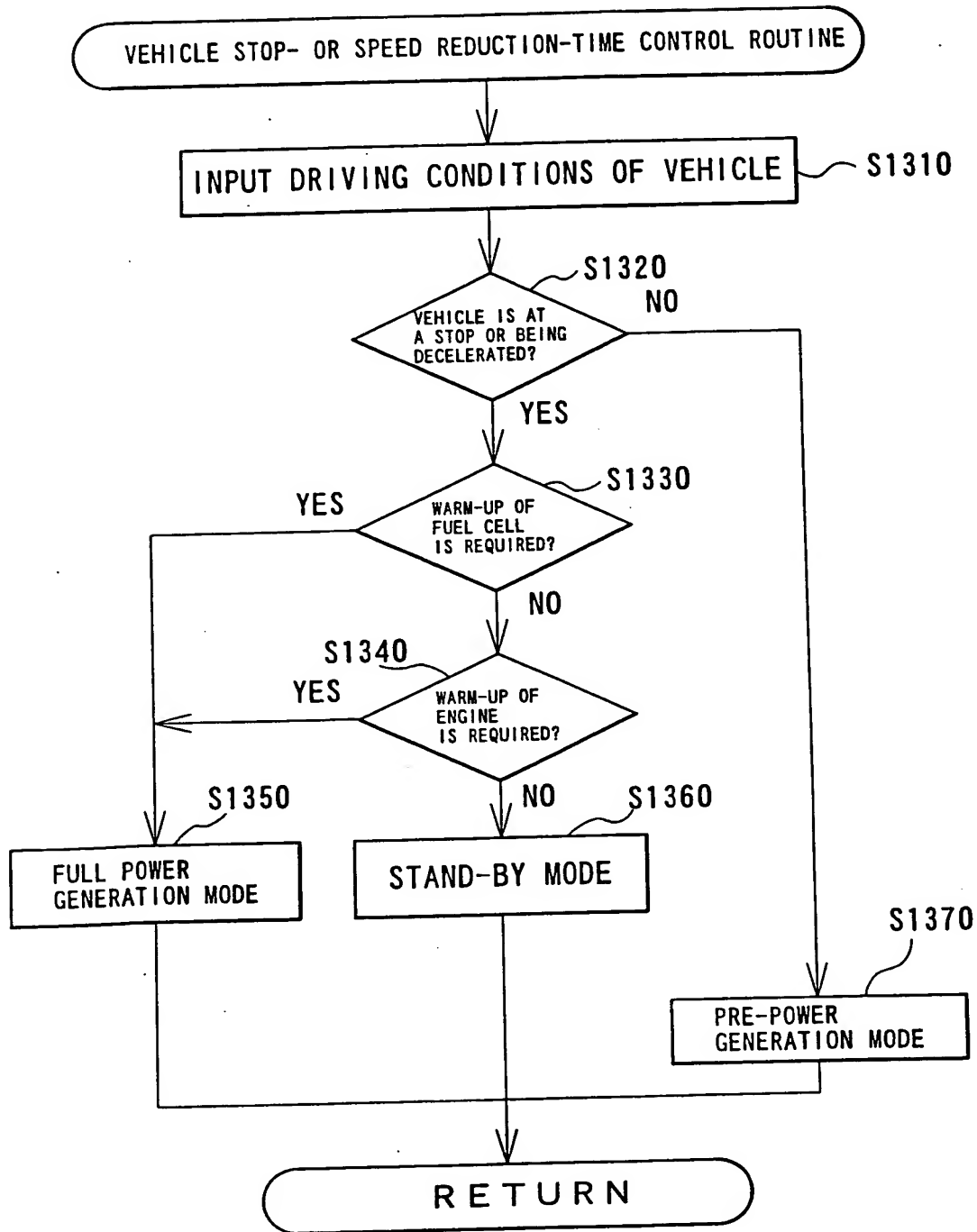


Fig. 45

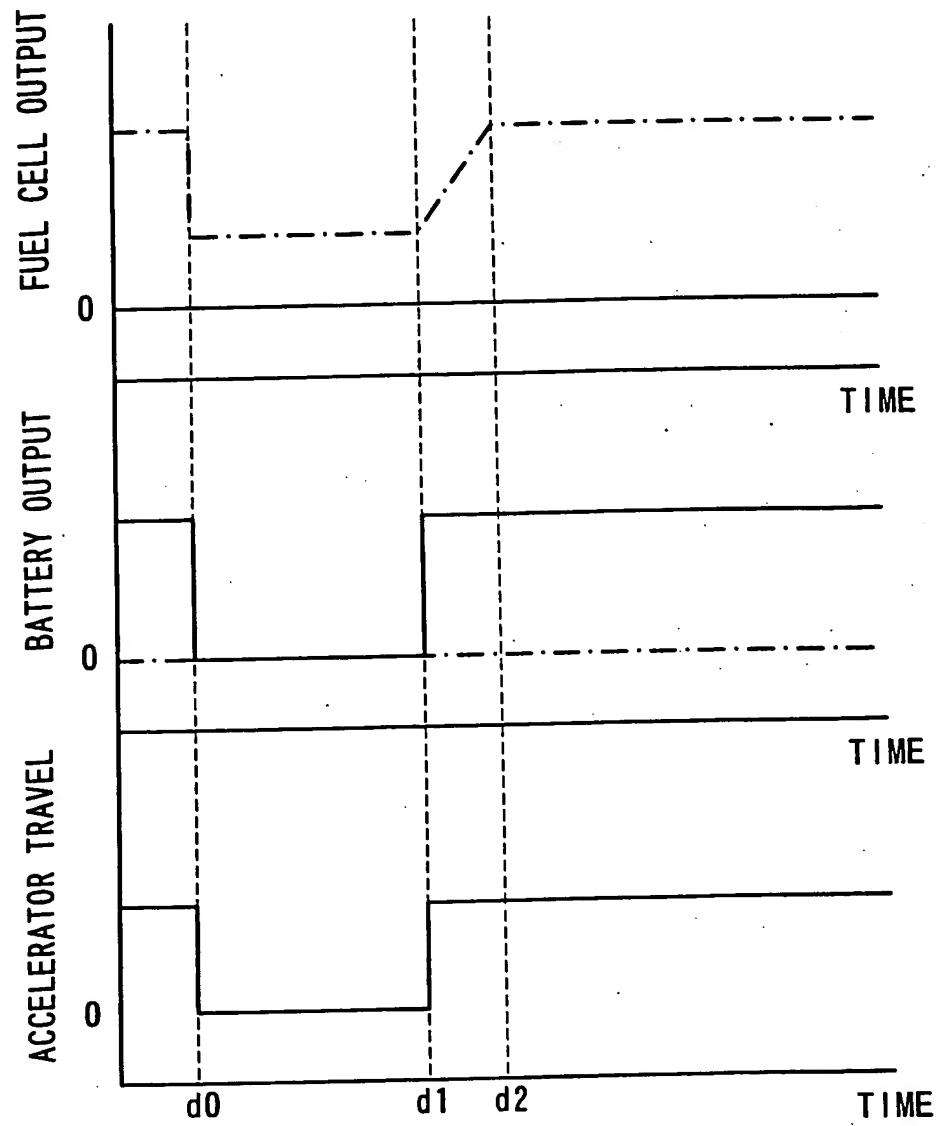


Fig. 46

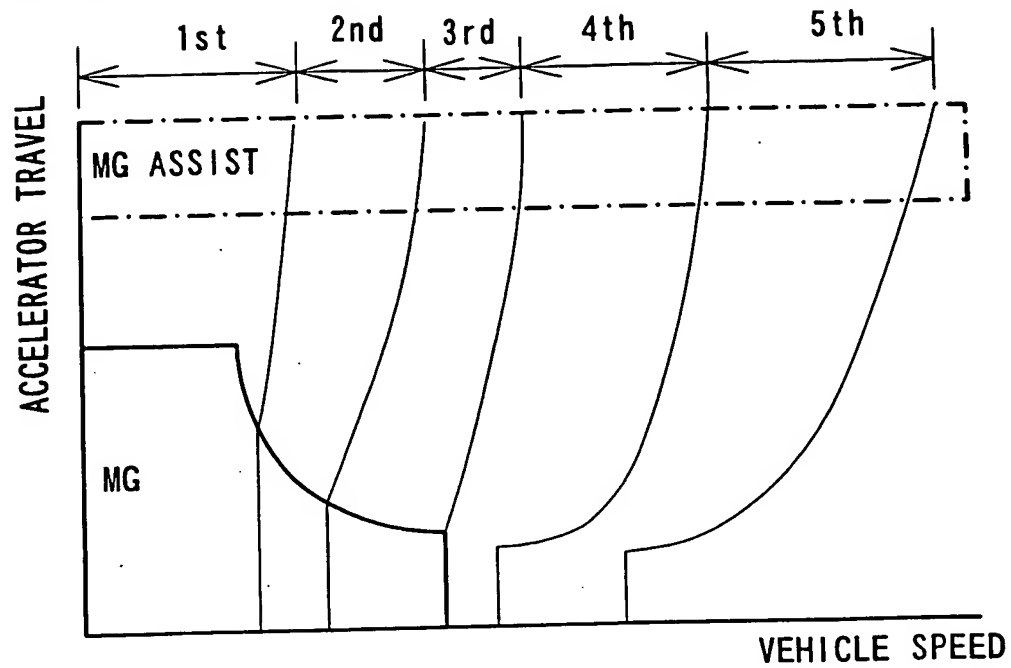


Fig. 47

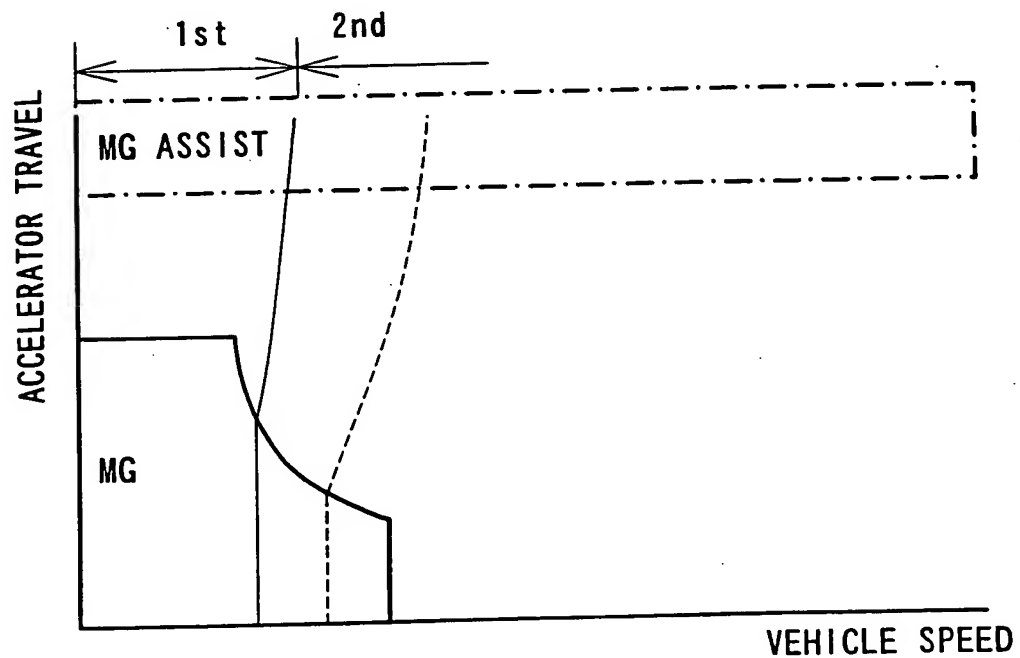


Fig. 48

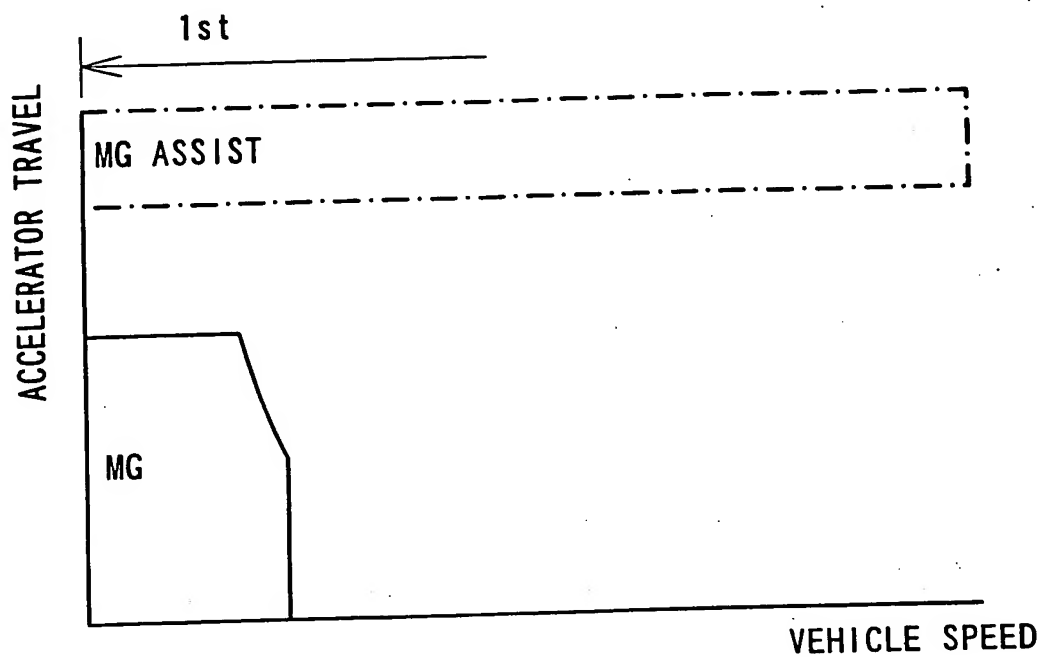


Fig. 49

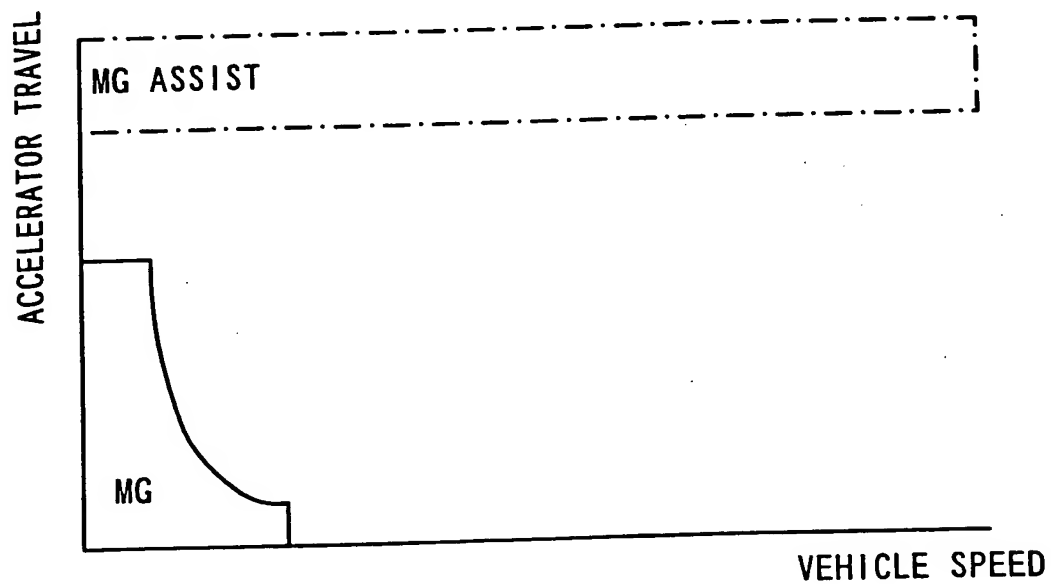


Fig. 50

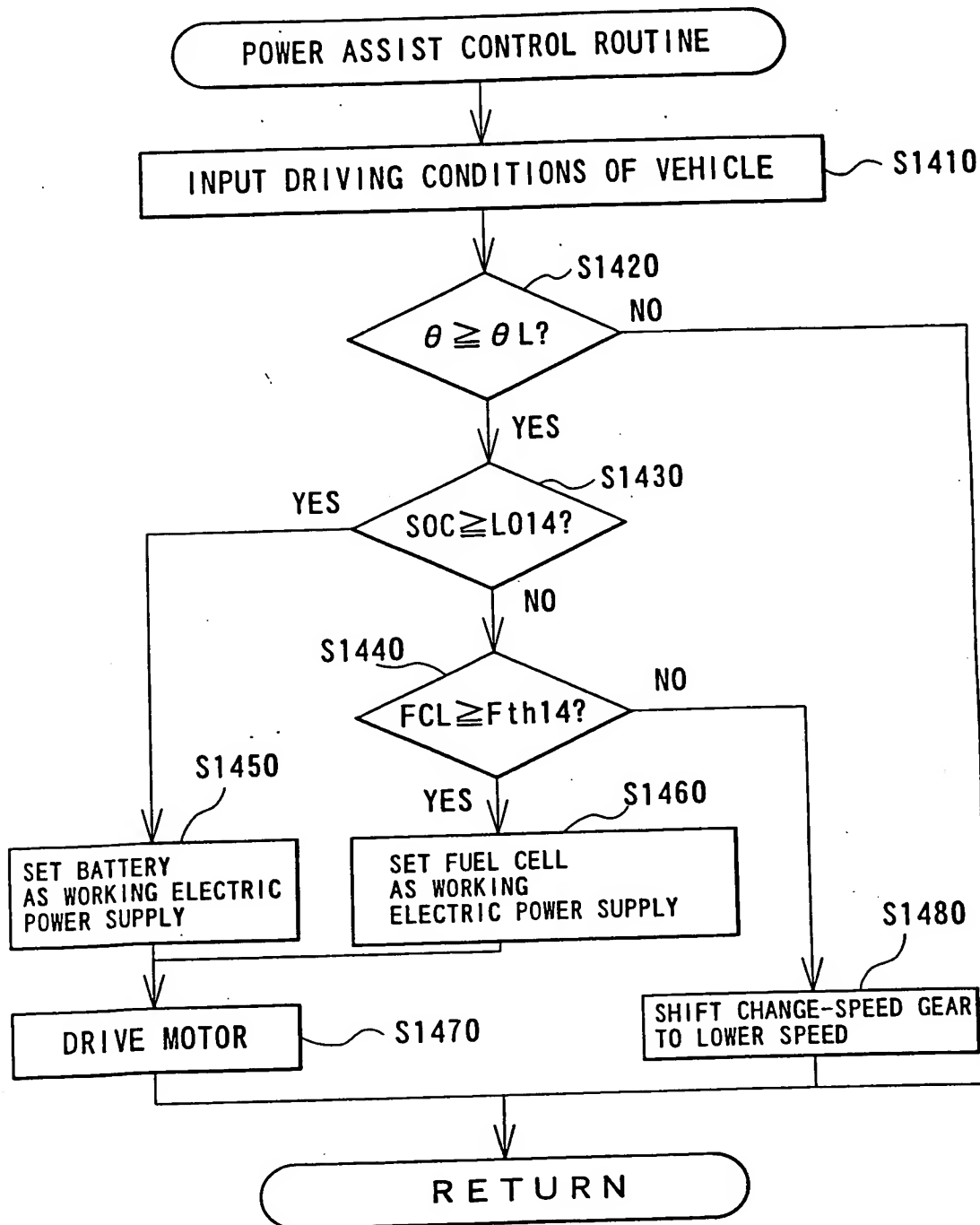


Fig. 51

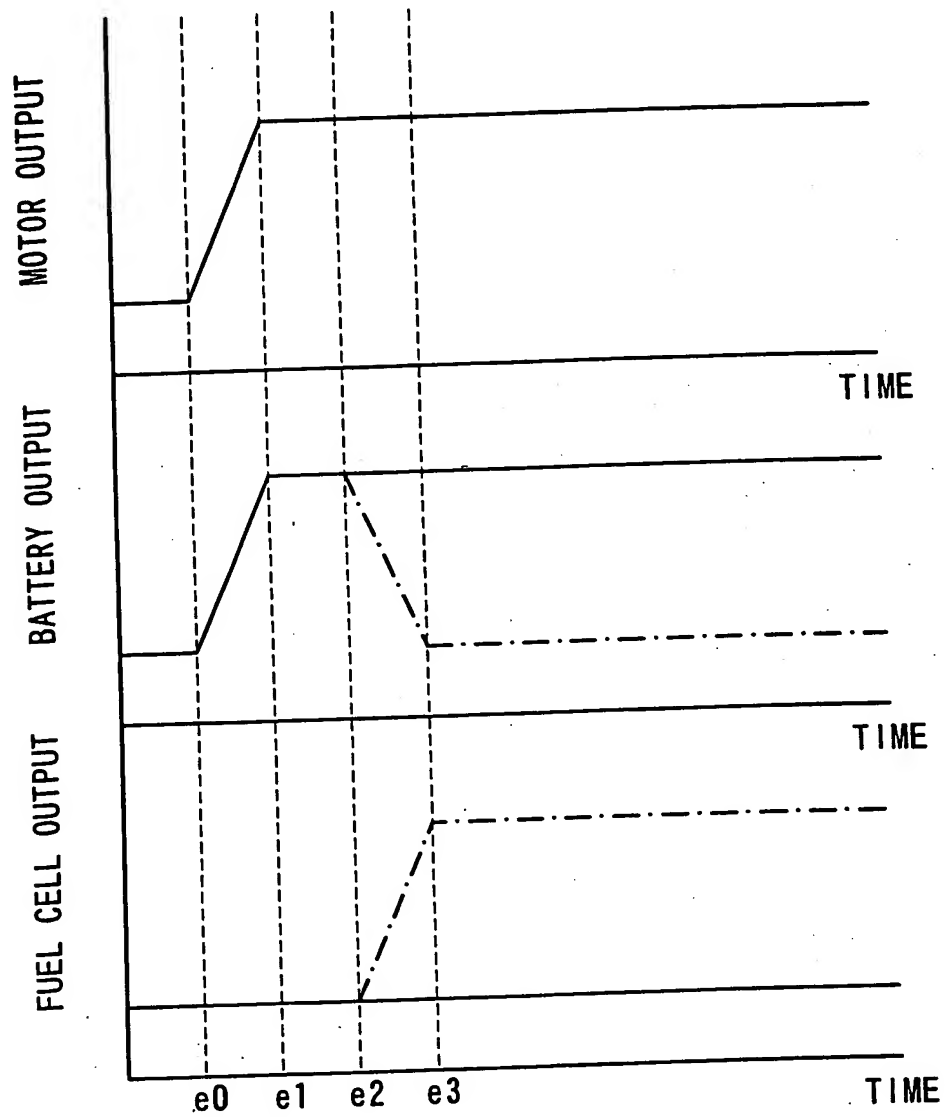


Fig. 52

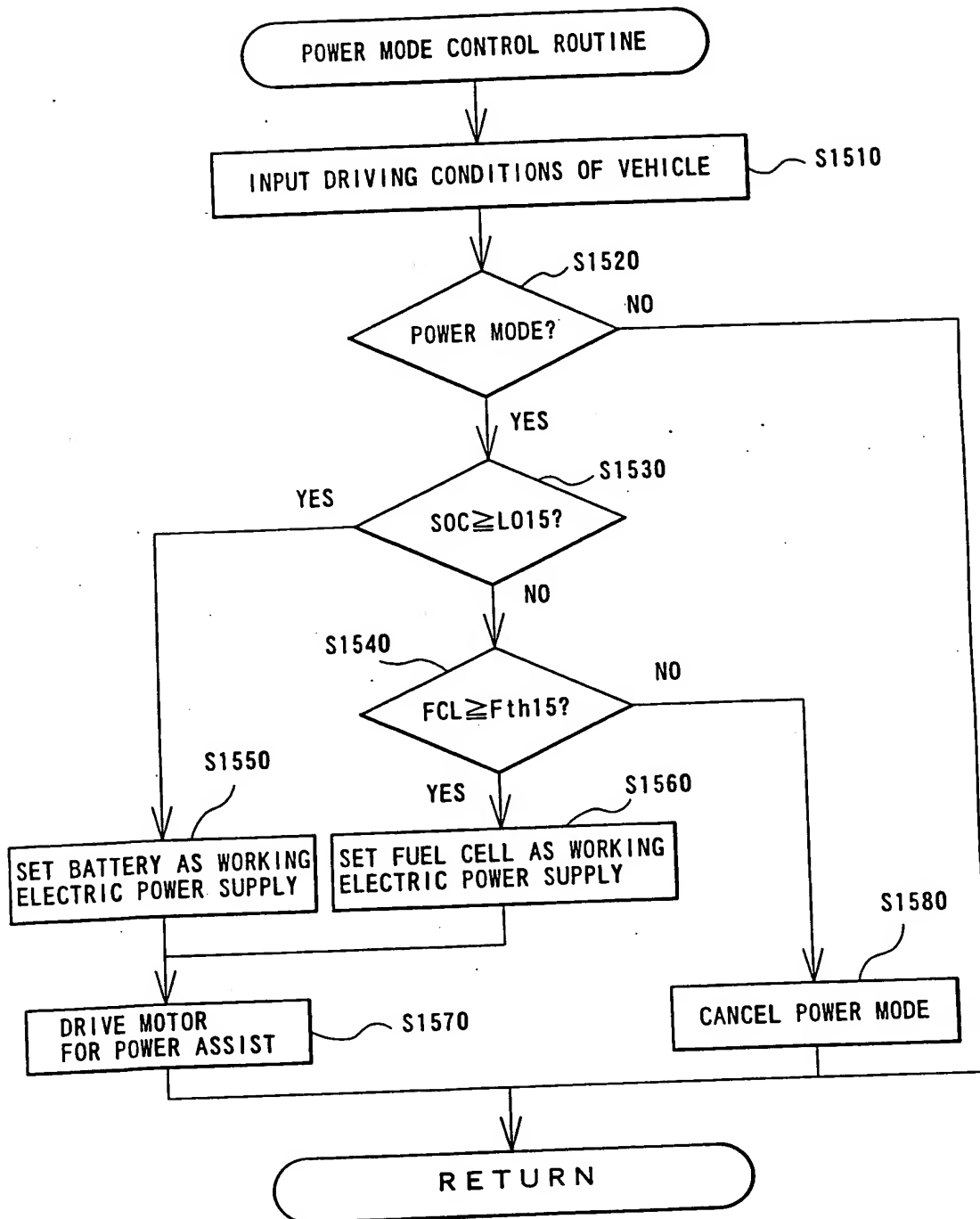


Fig. 53

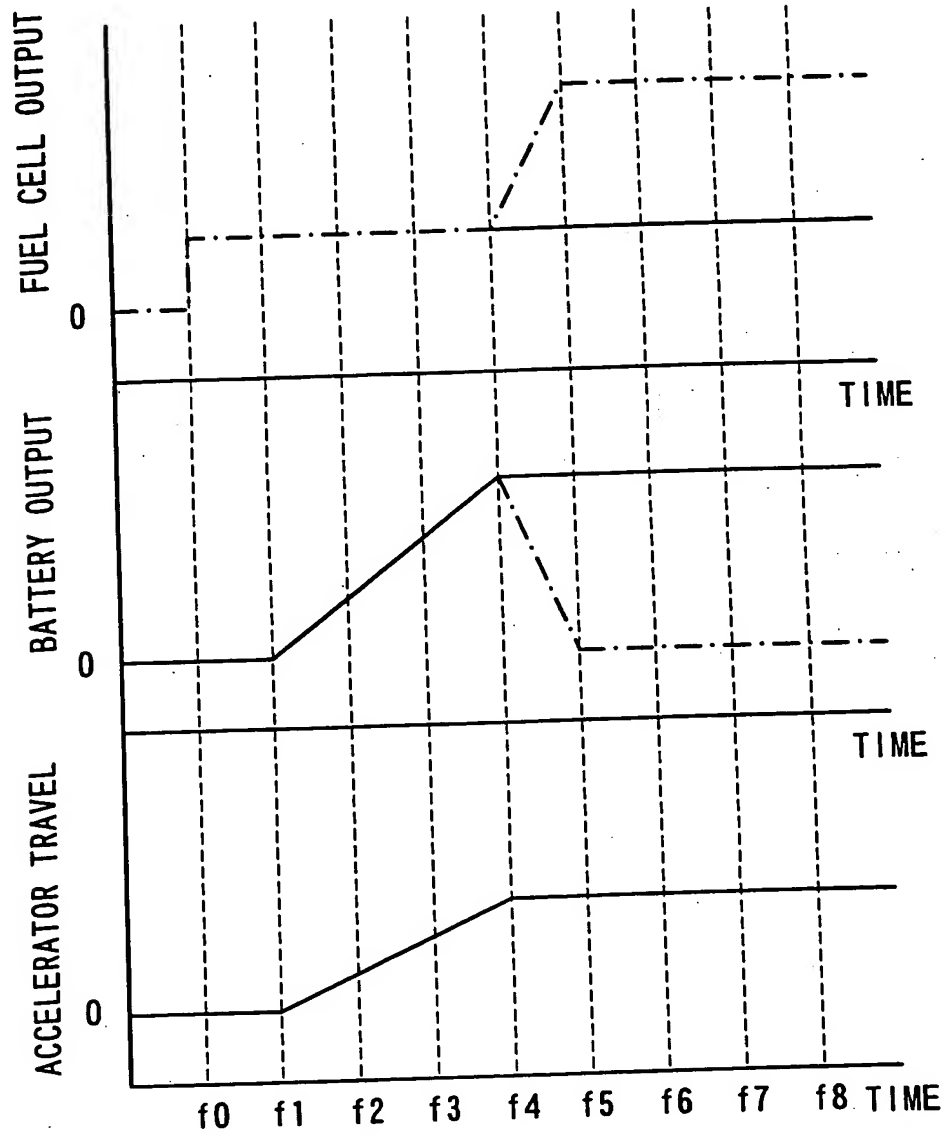


Fig. 54

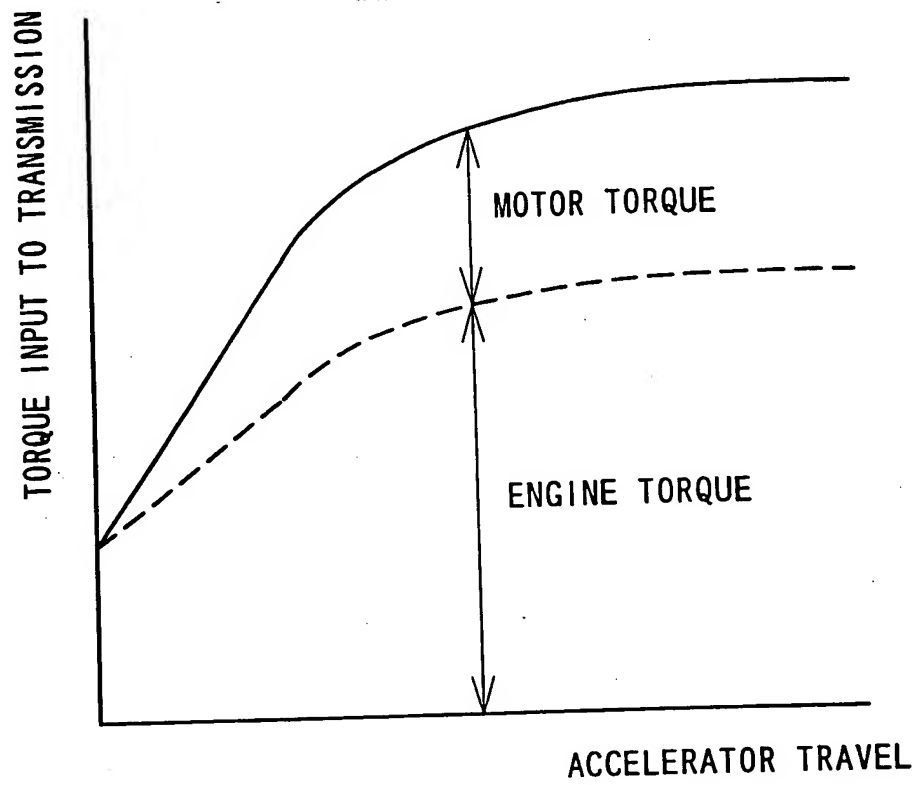


Fig. 55

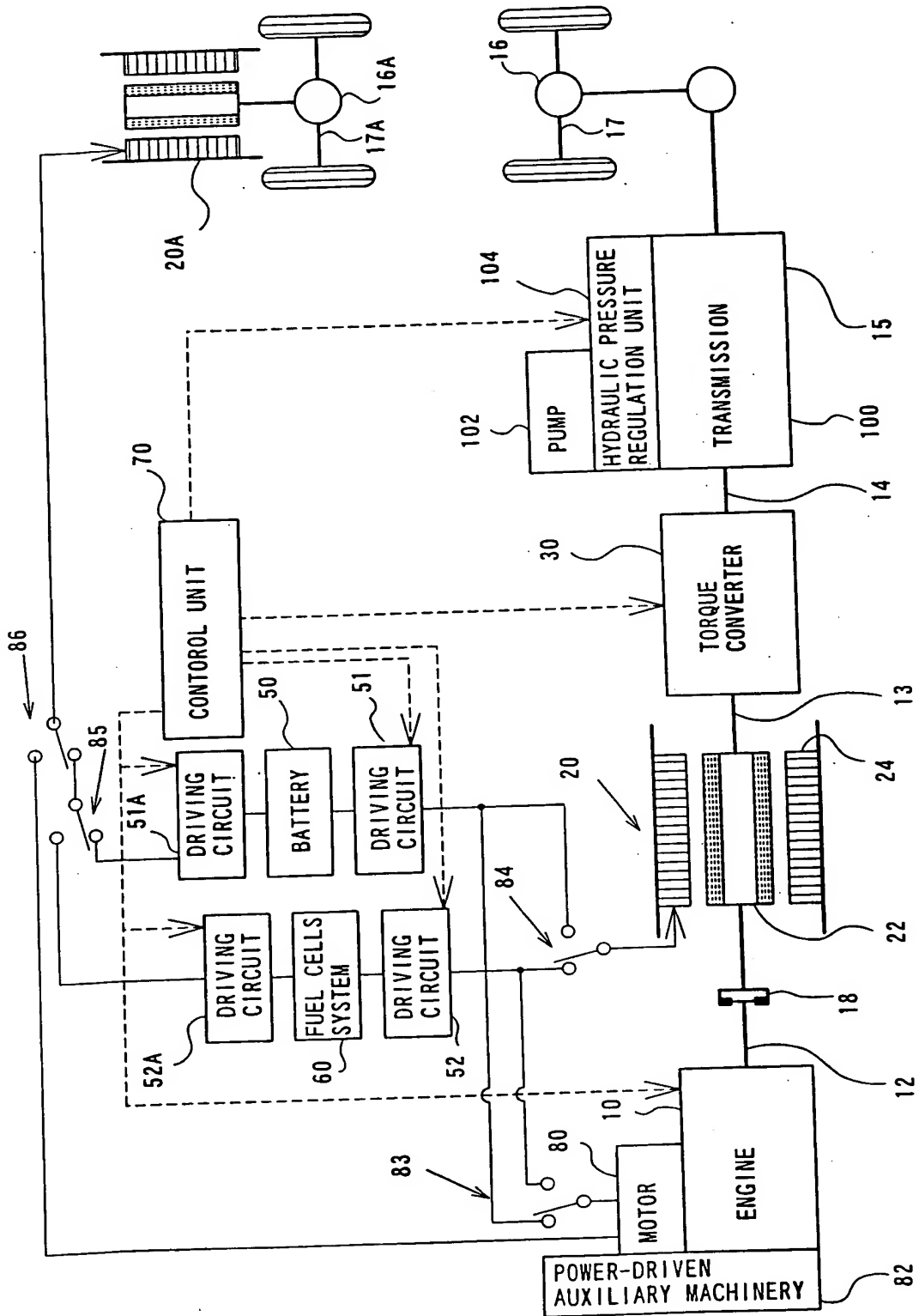


Fig. 56

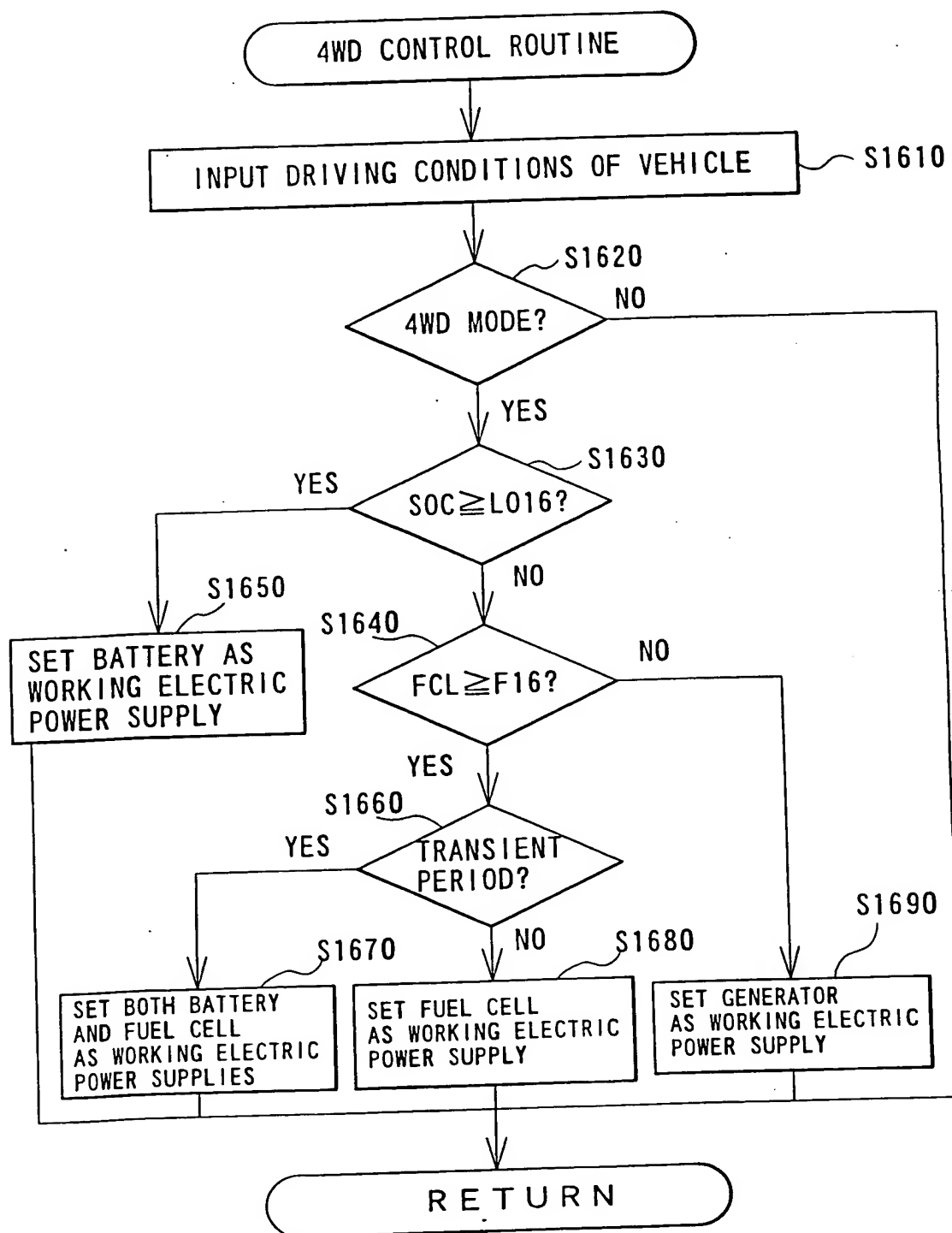


Fig. 57

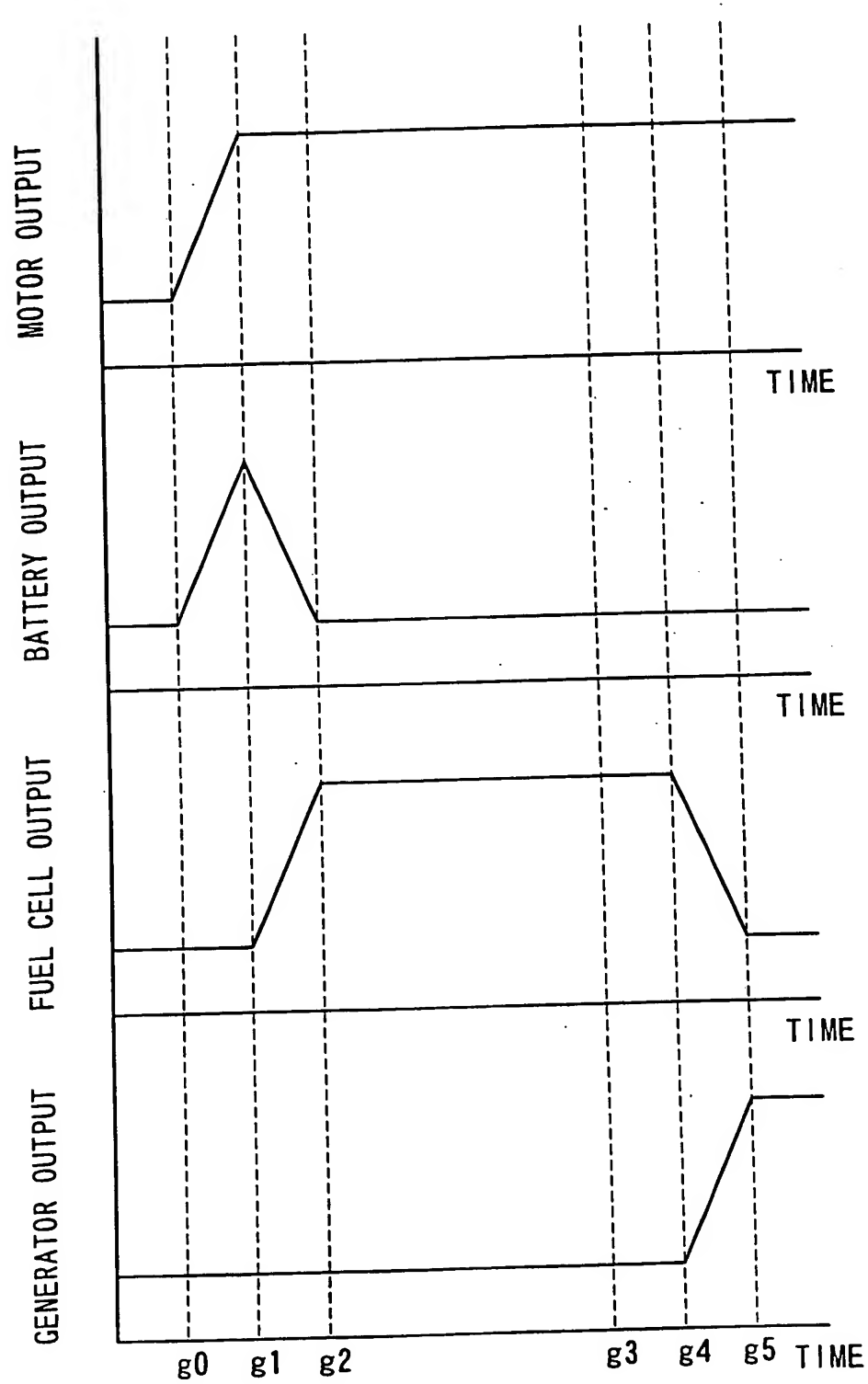


Fig. 58

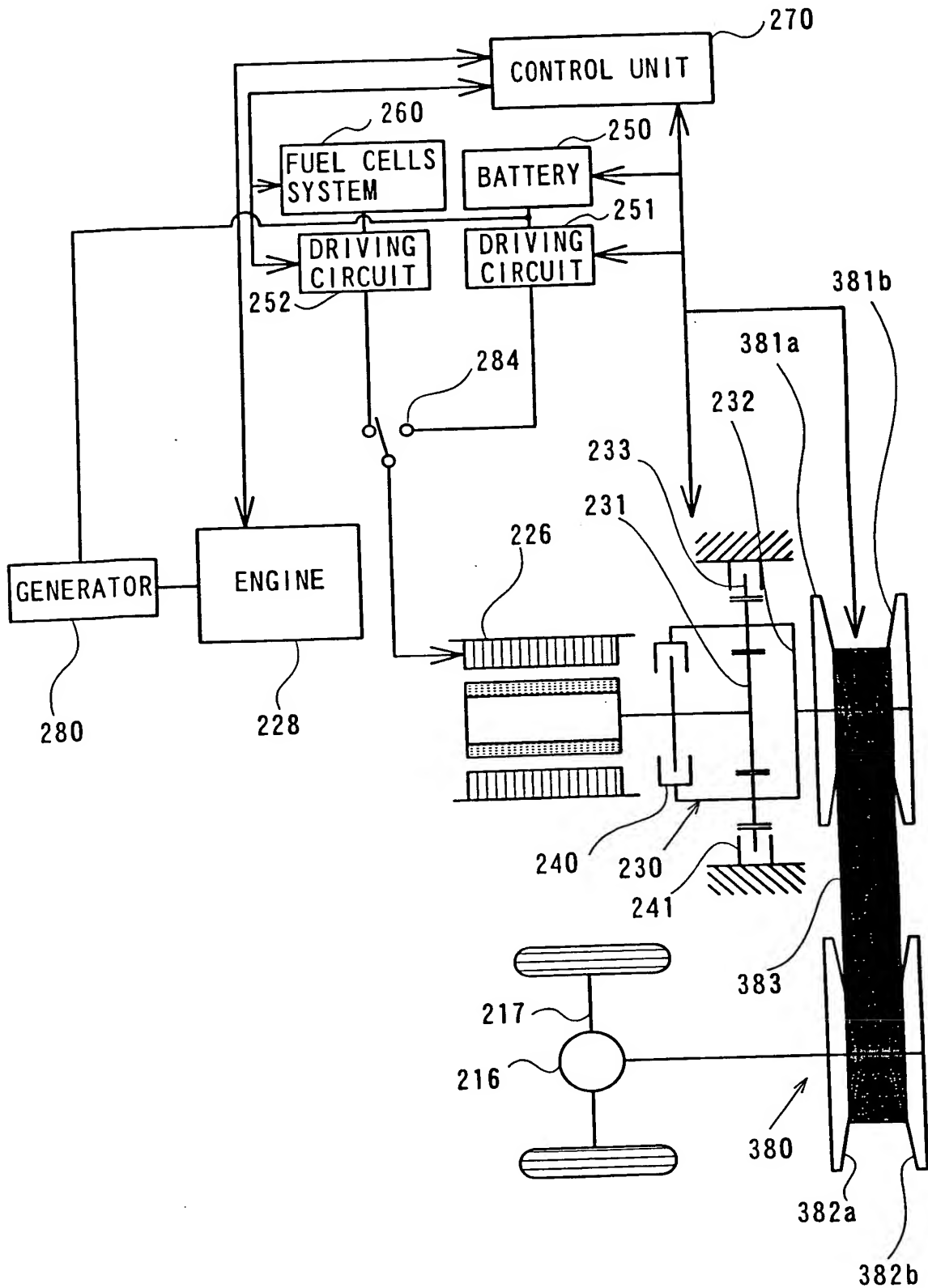


Fig. 59

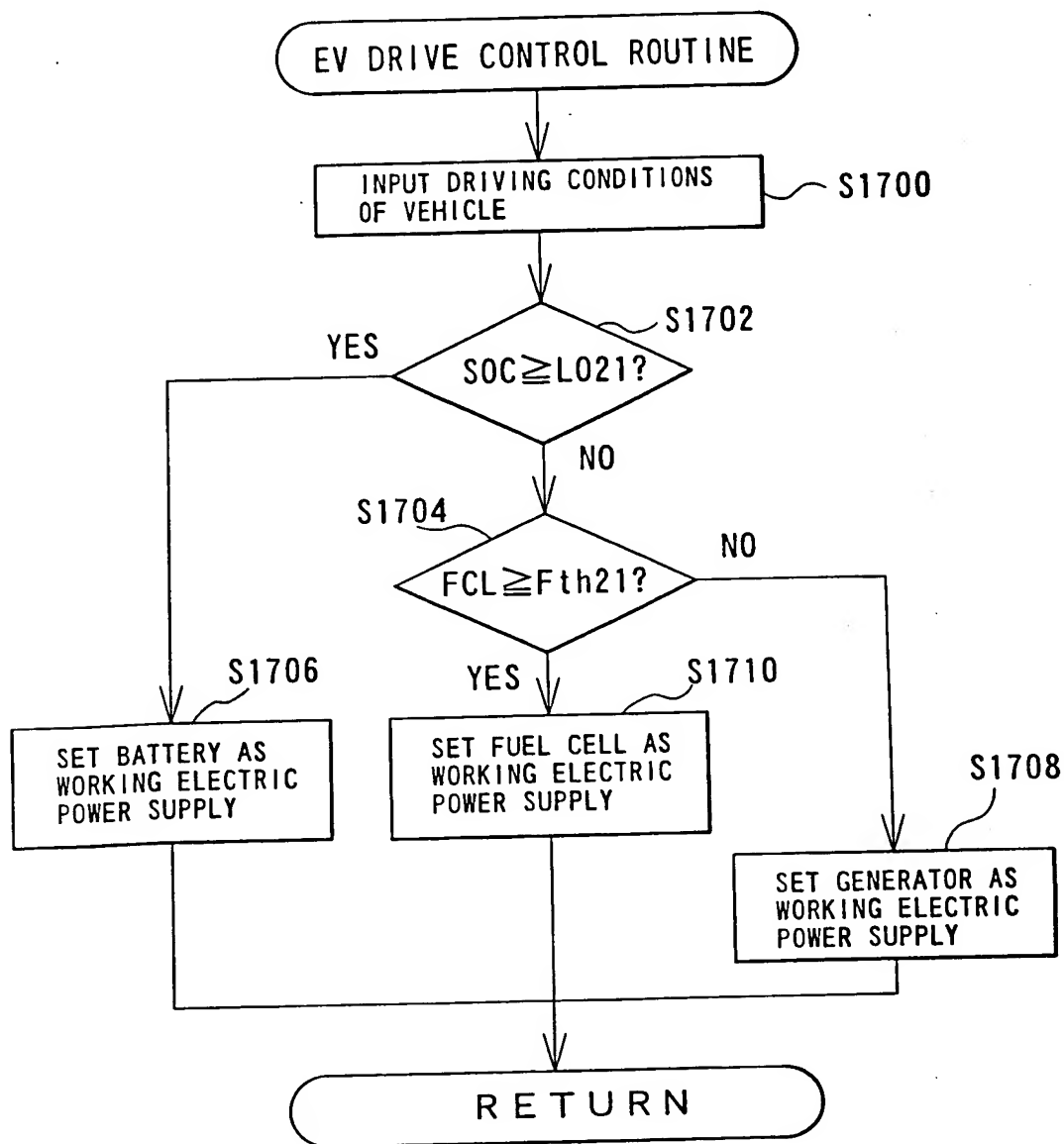


Fig. 60

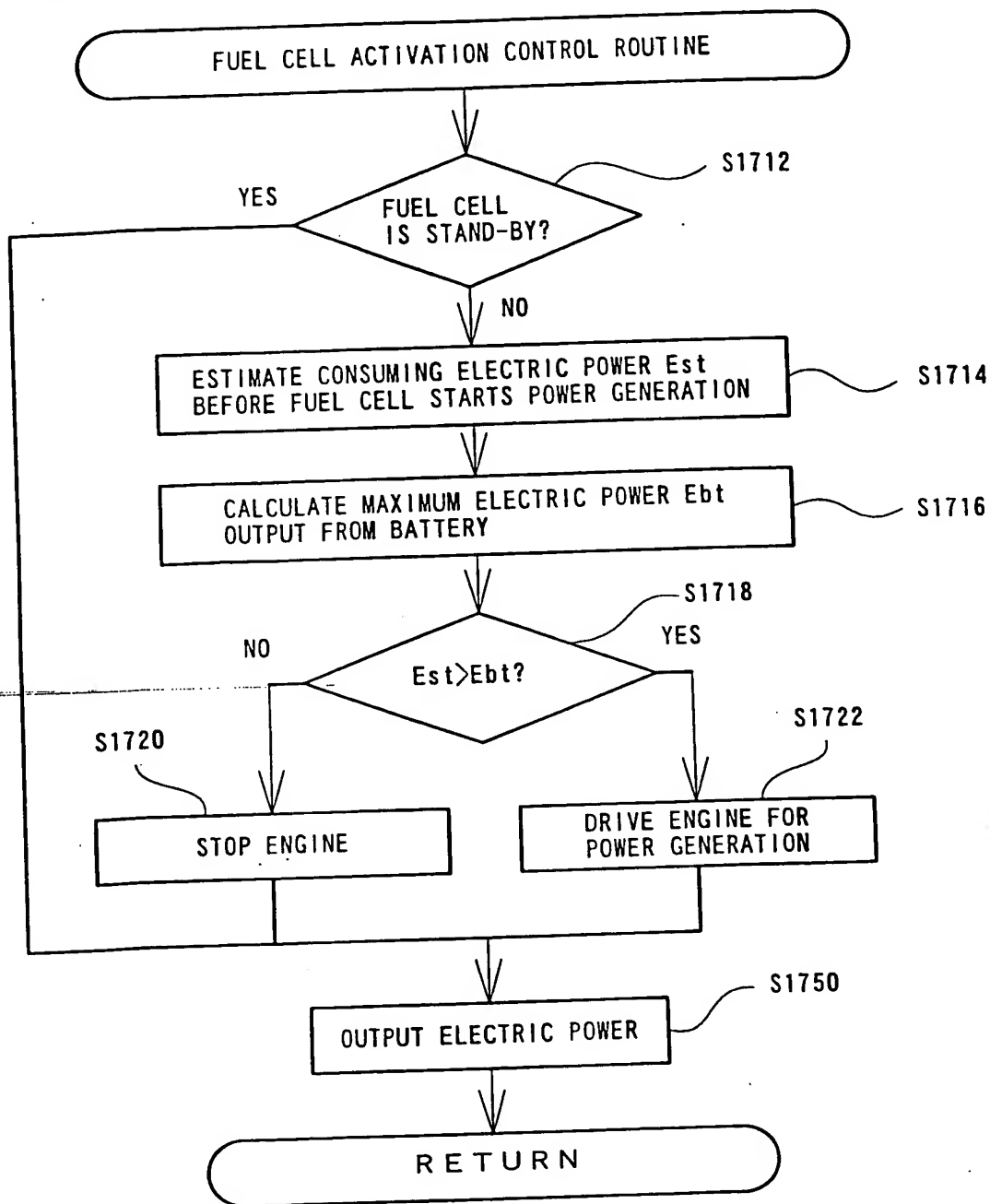


Fig. 61

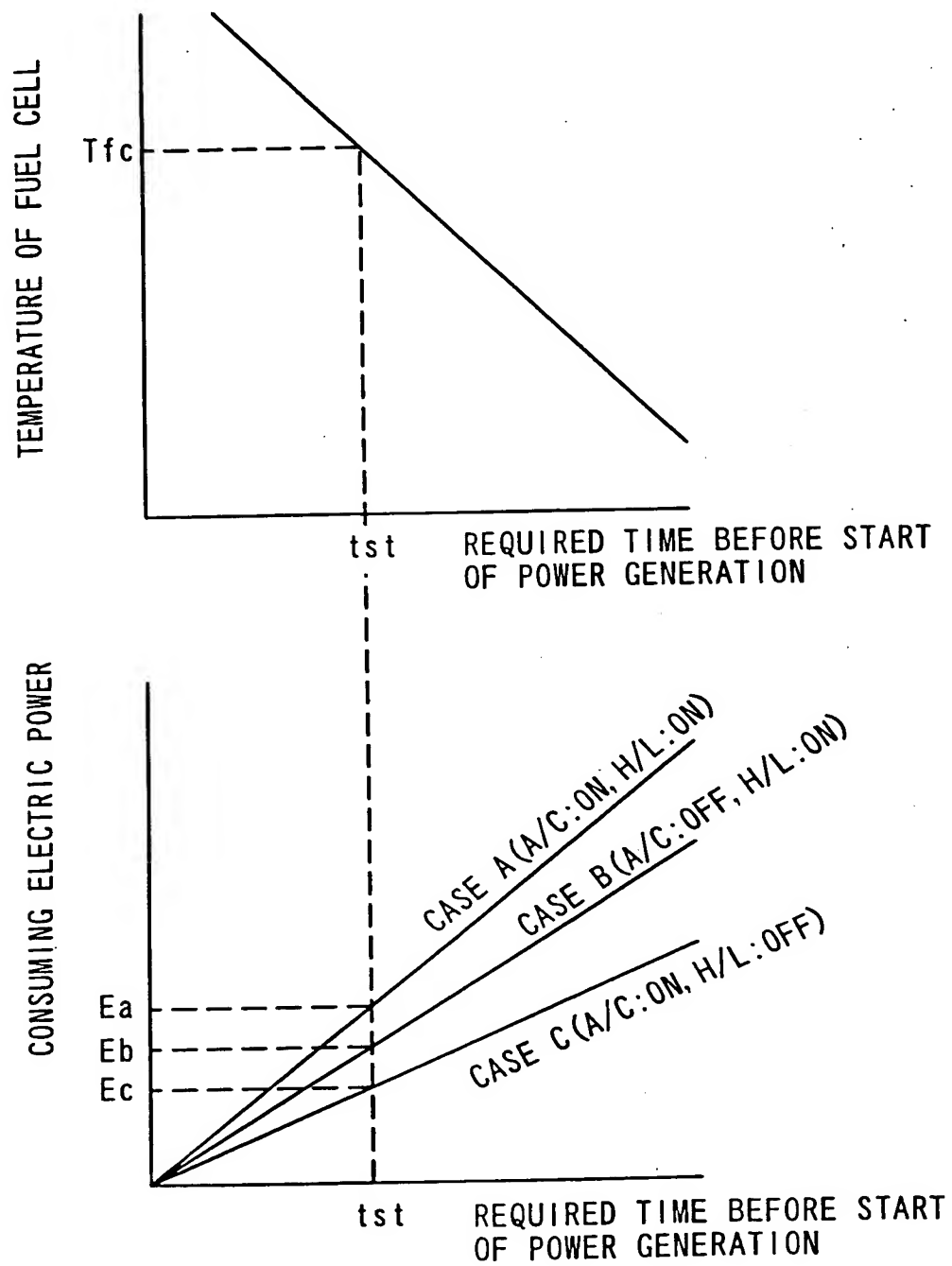


Fig. 62

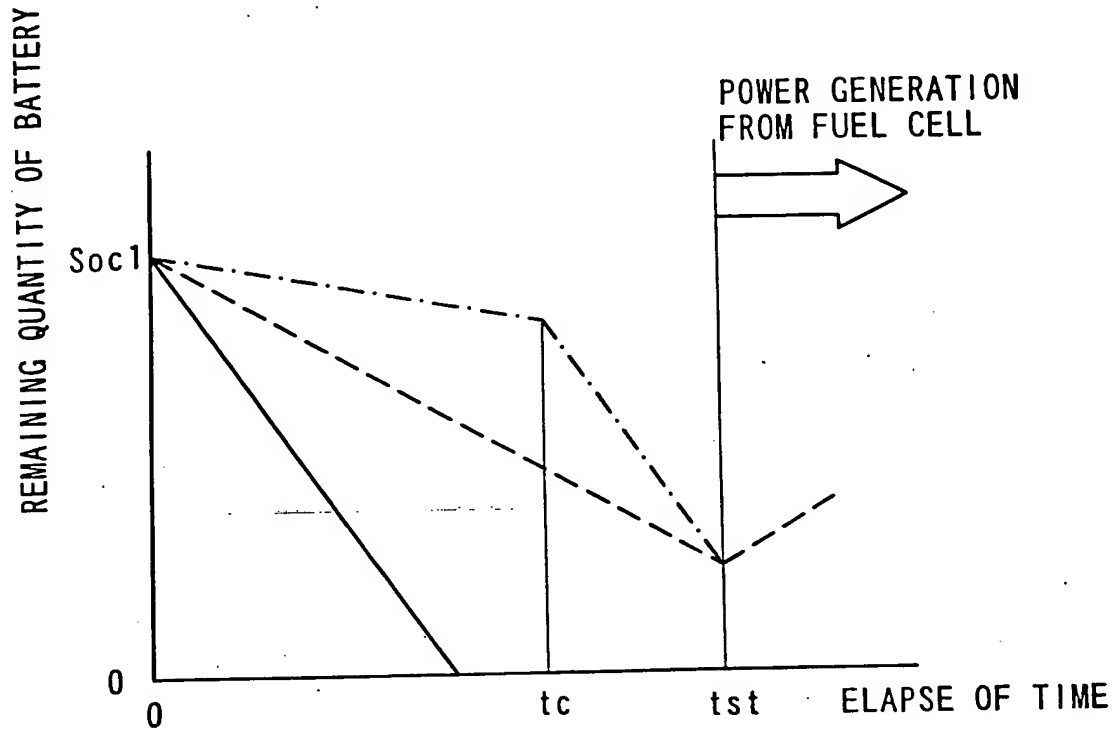


Fig. 63

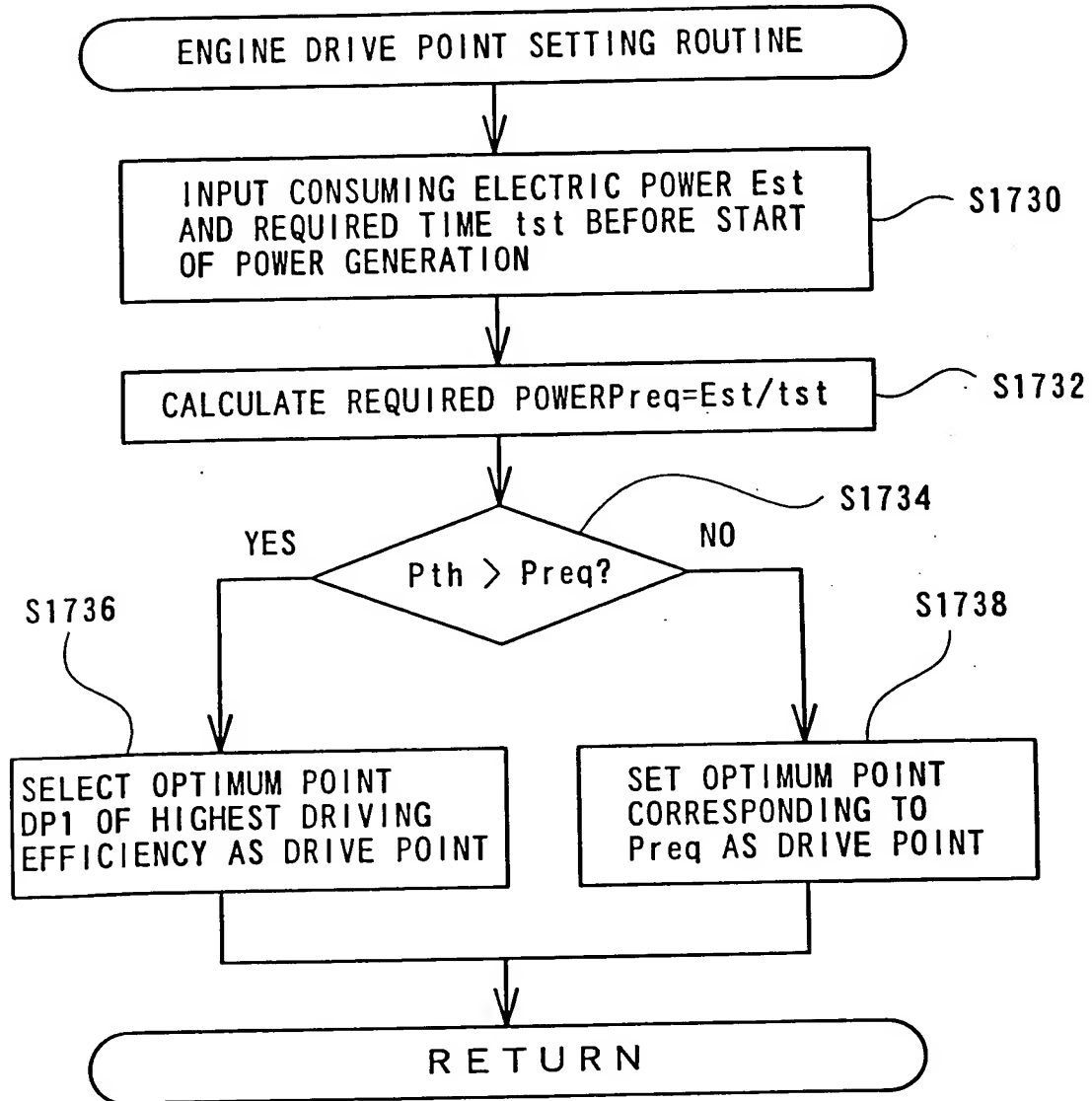


Fig. 64

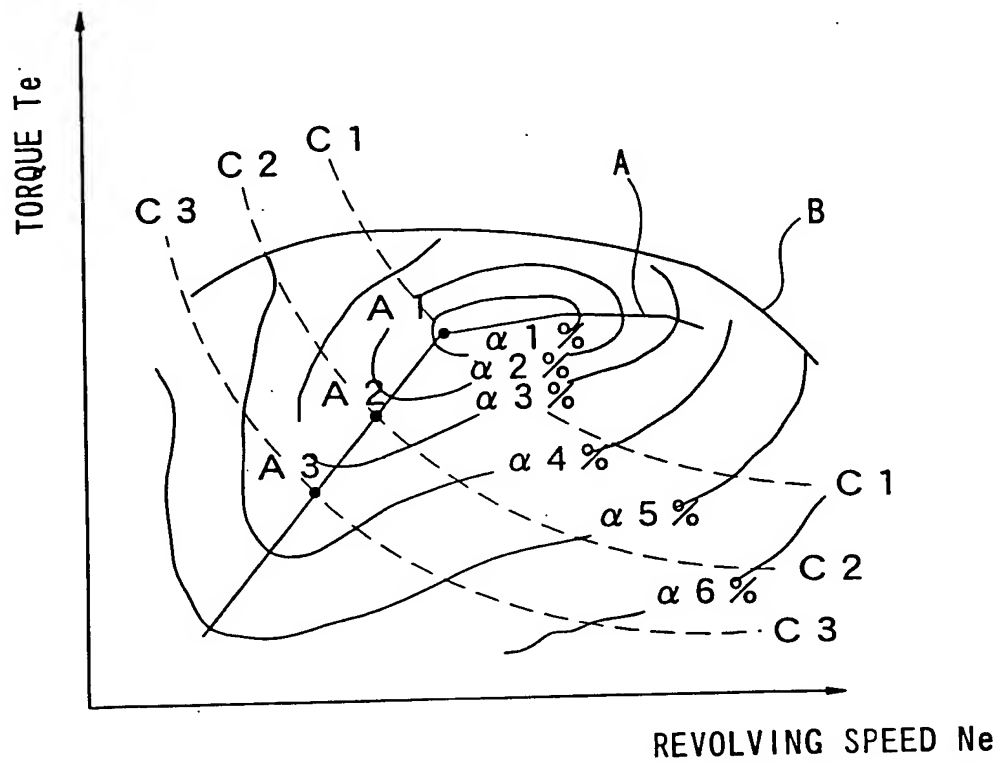


Fig. 65

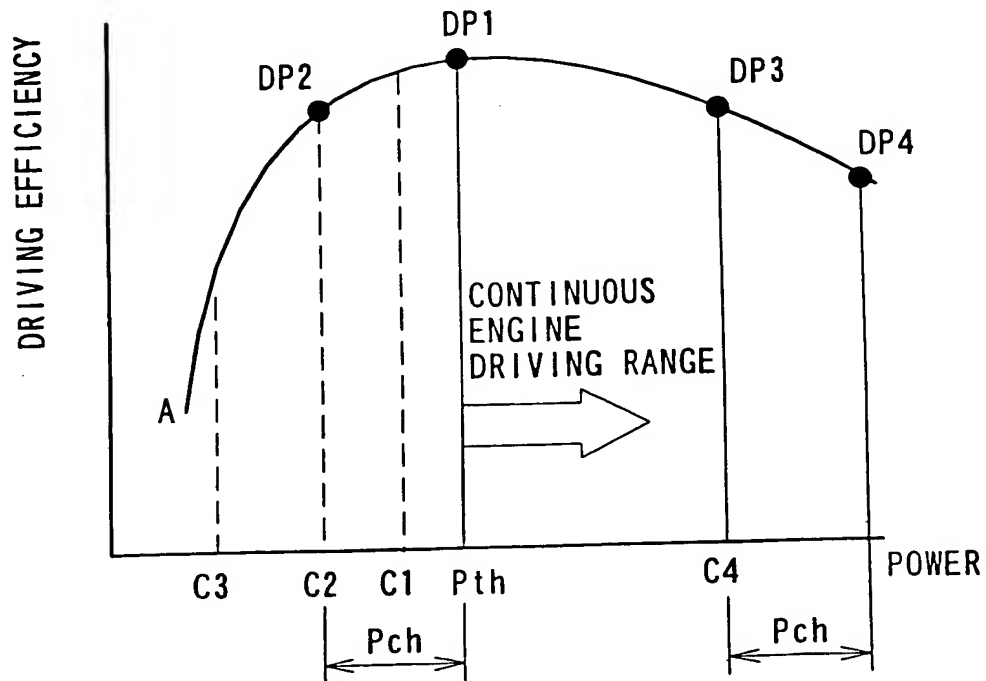


Fig. 66

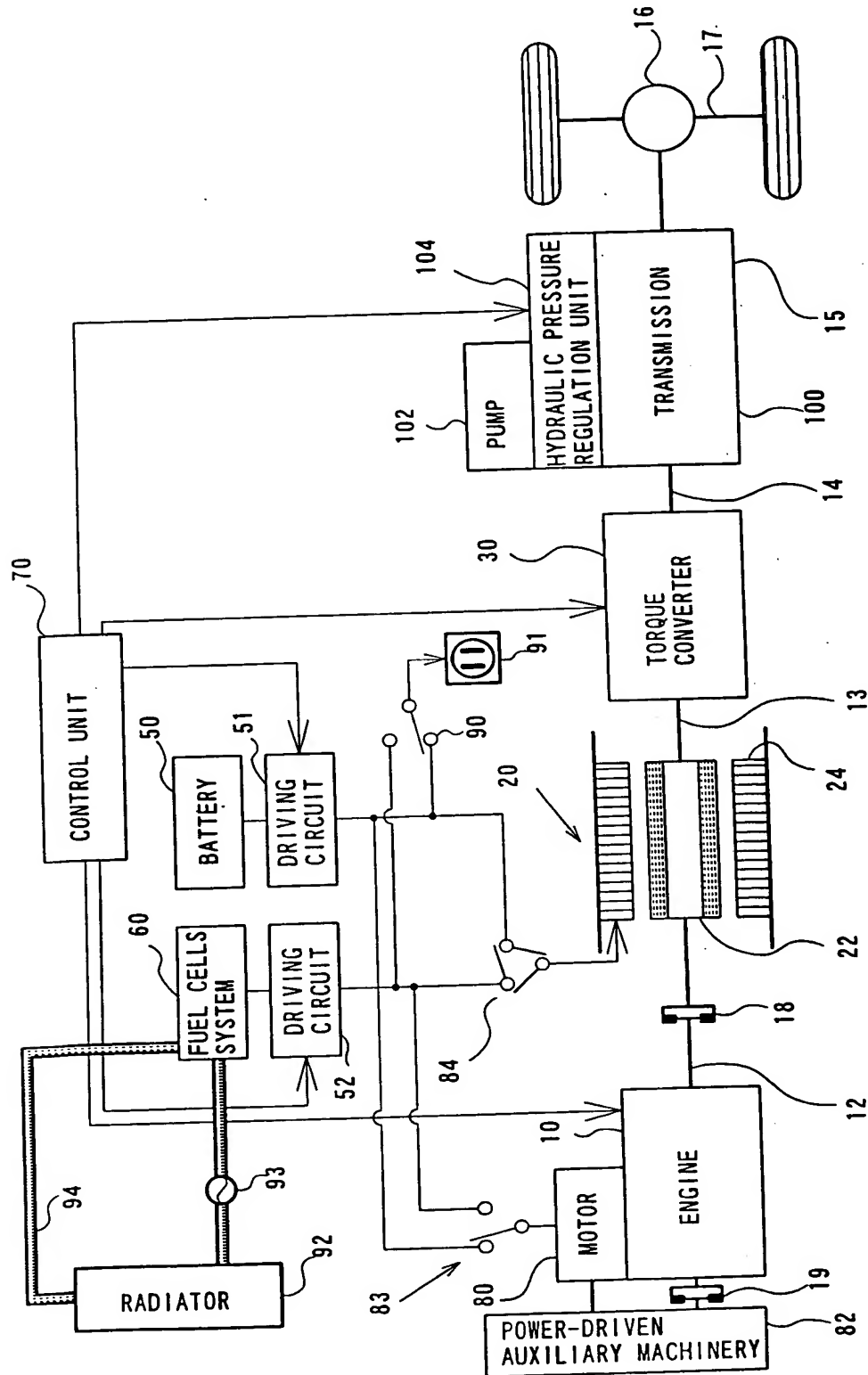


Fig. 67

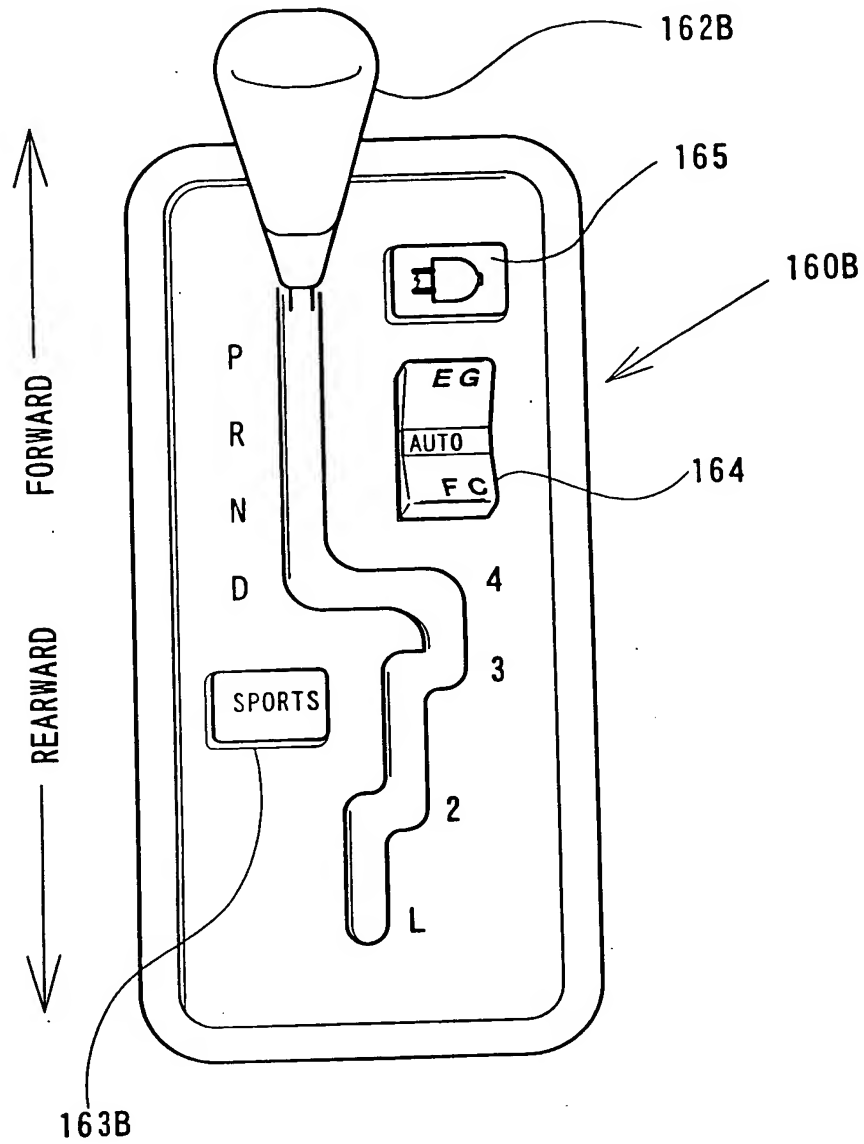


Fig. 68

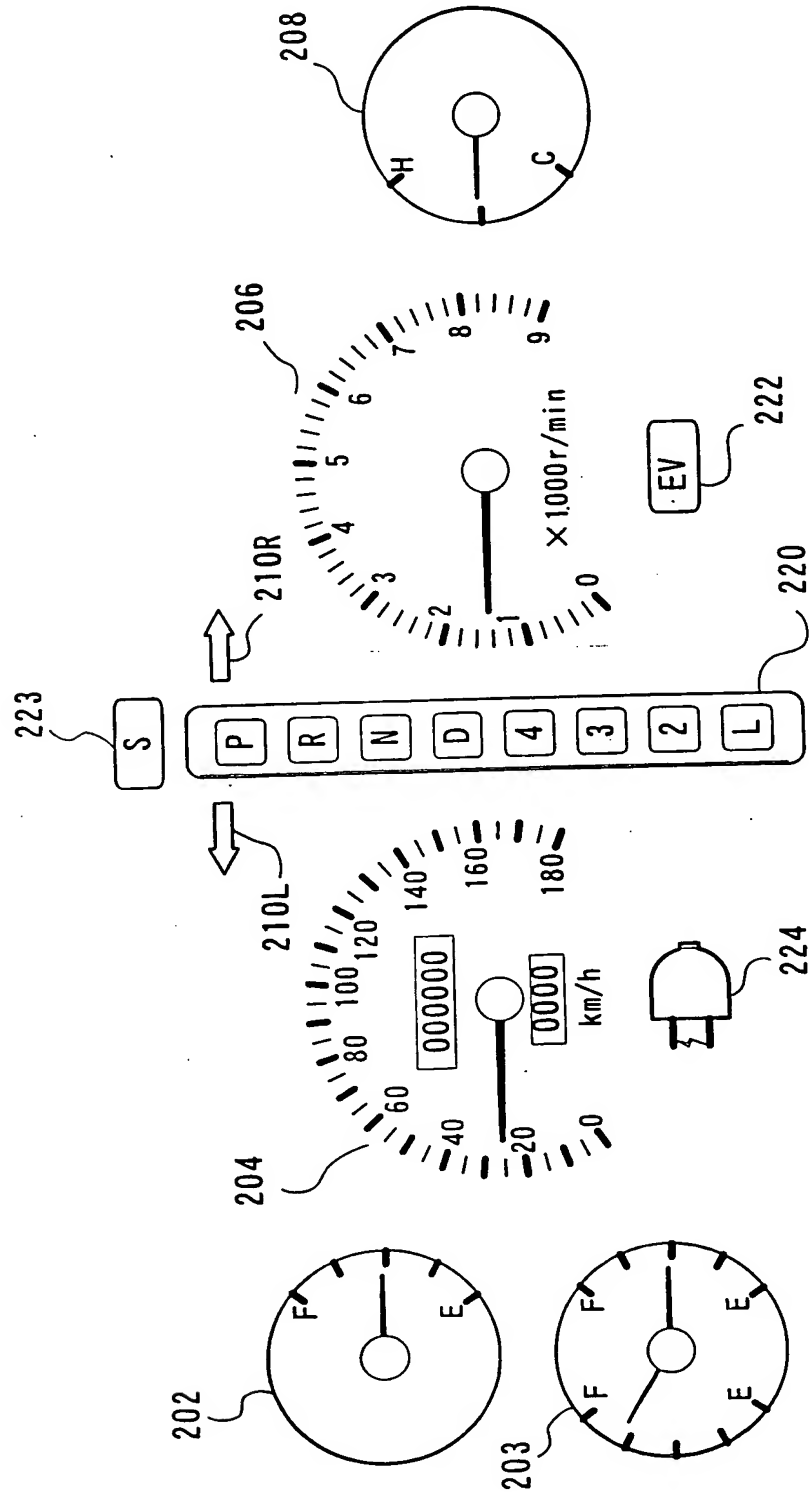


Fig. 69

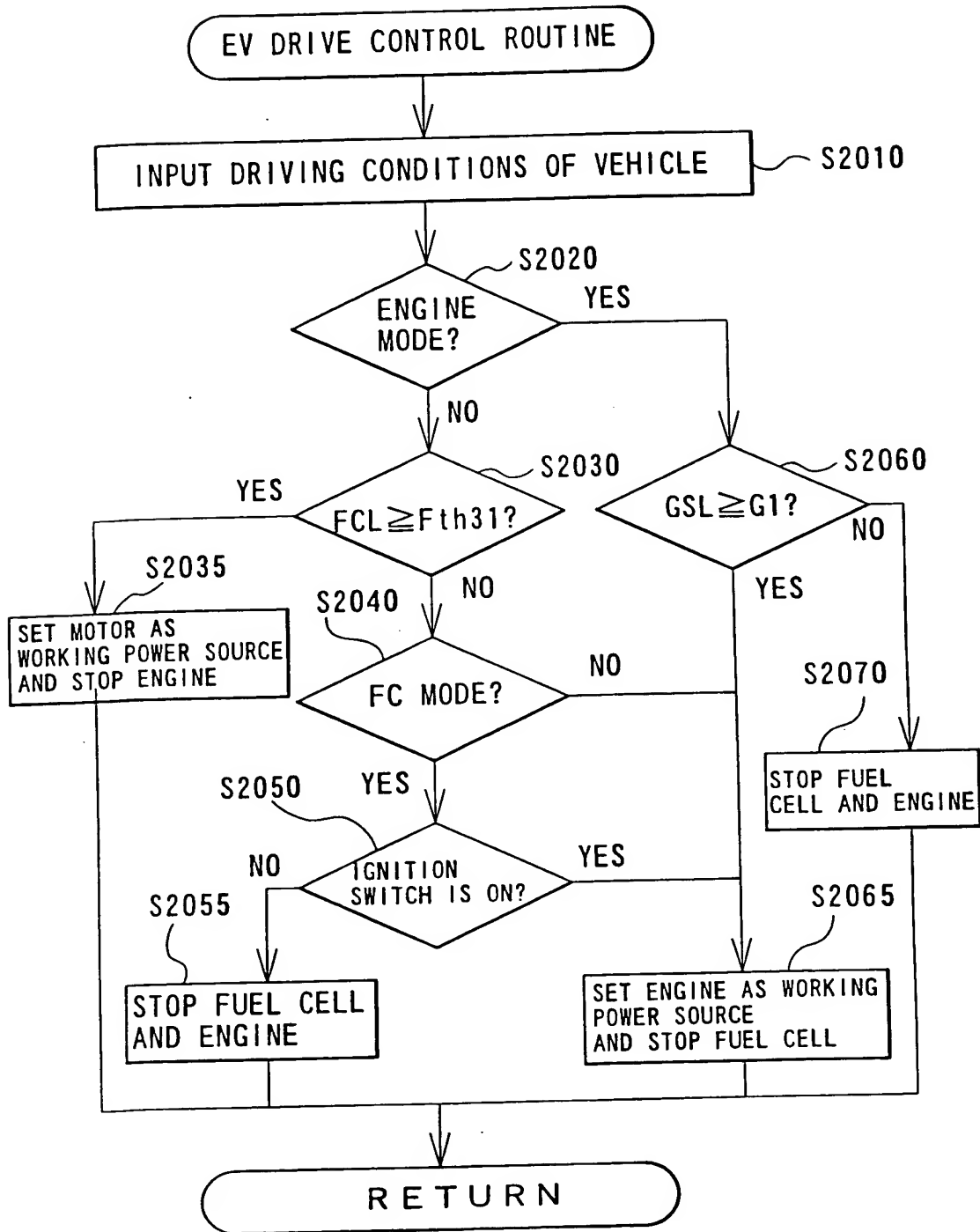


Fig. 70

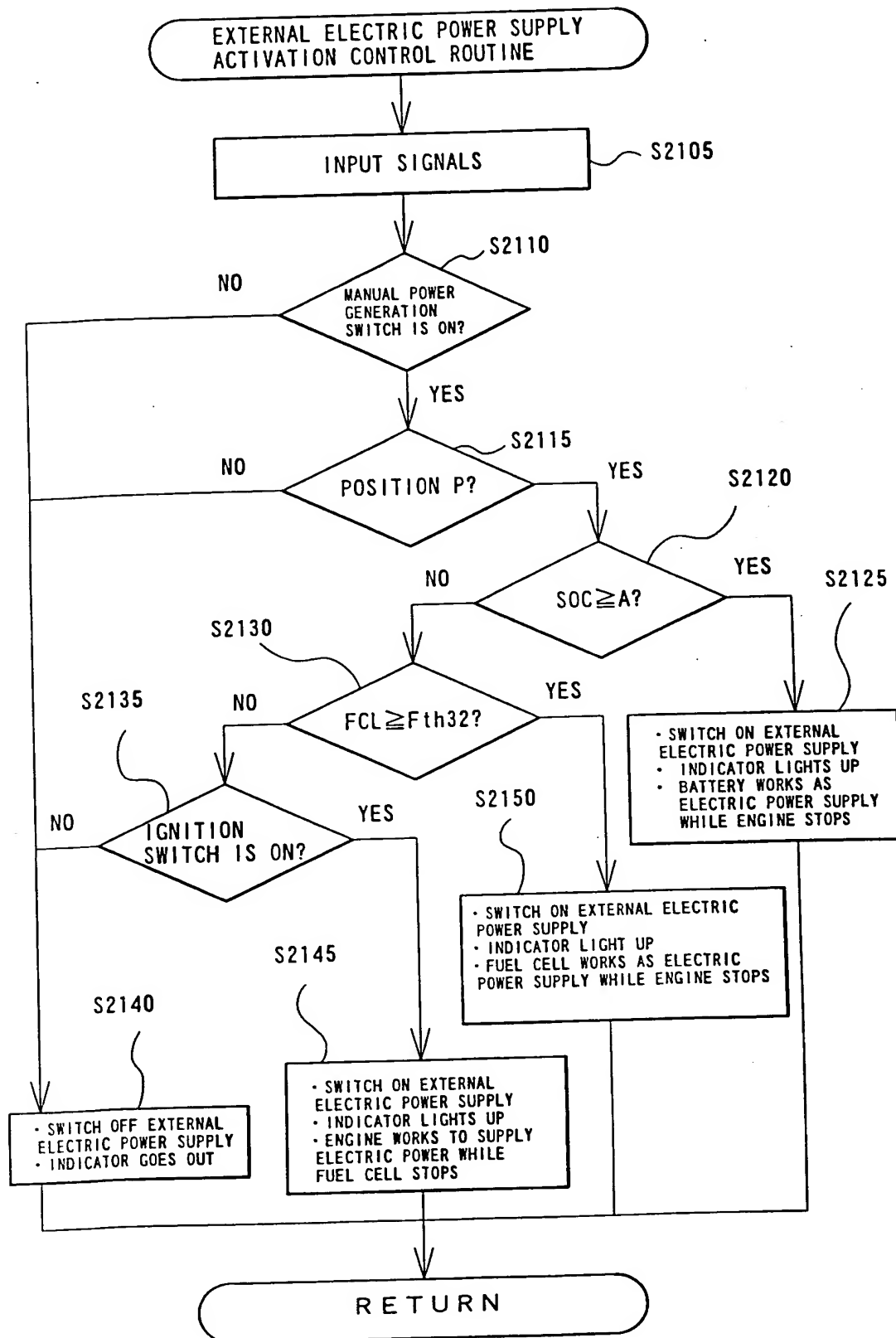


Fig. 71

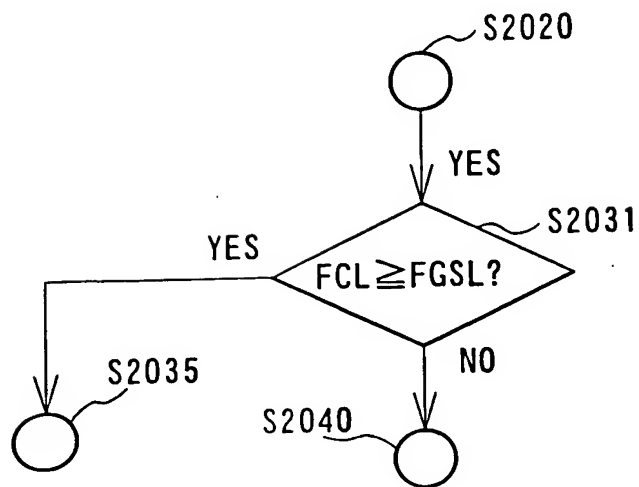


Fig. 72

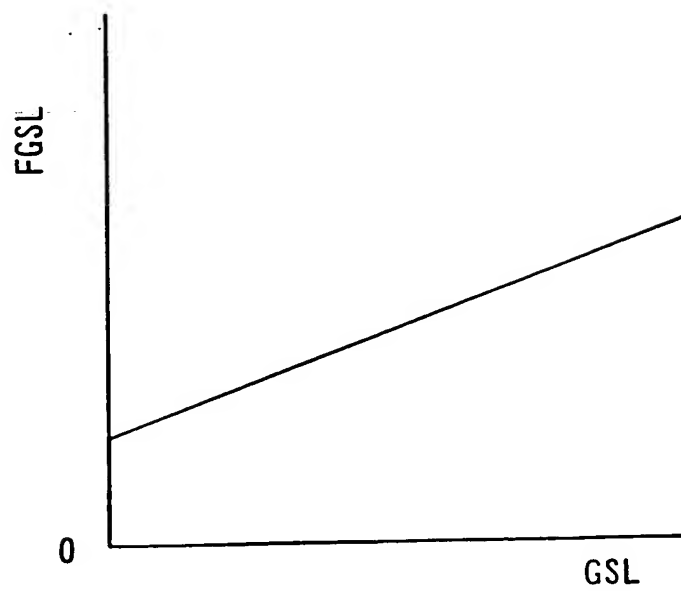


Fig. 73

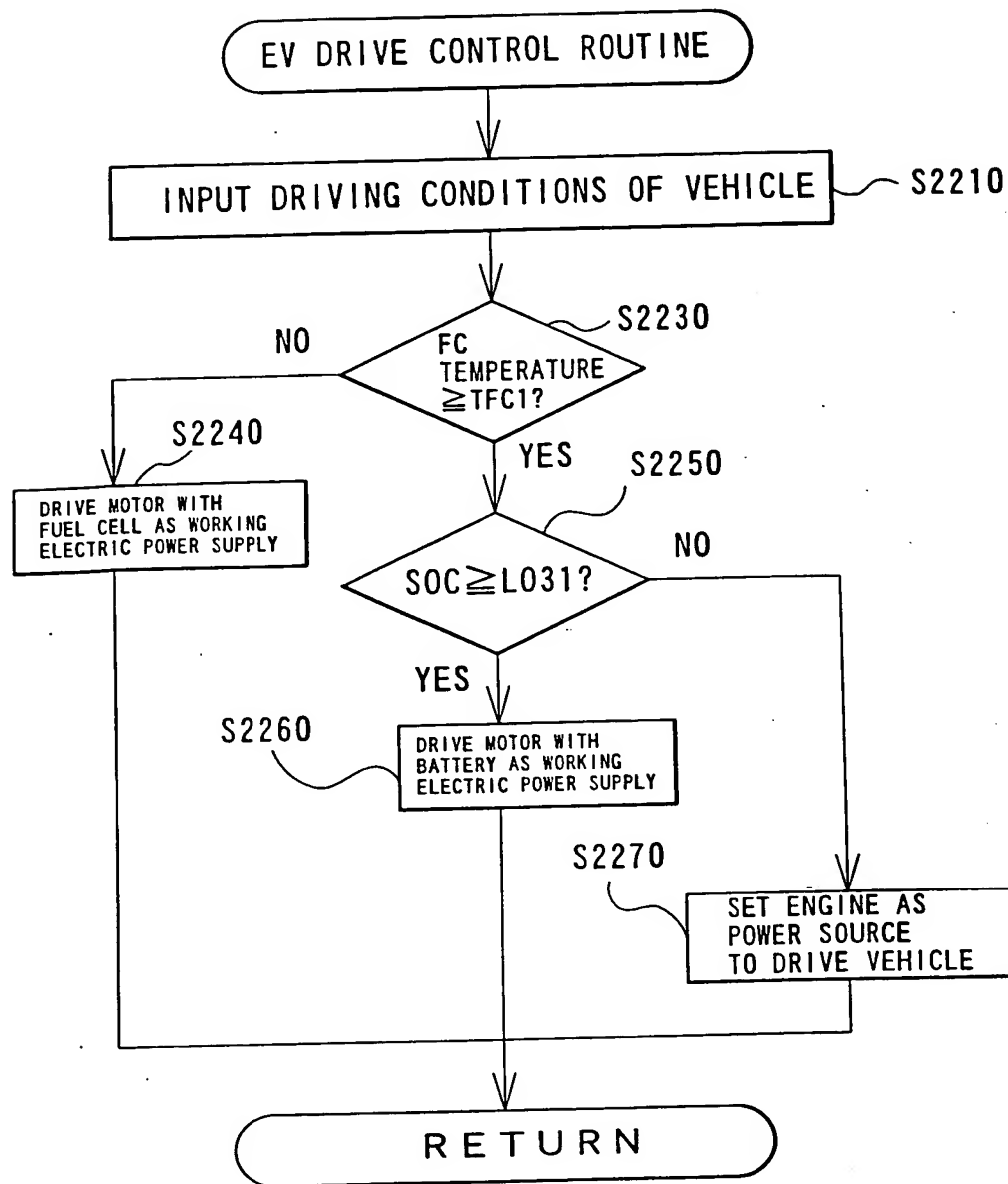


Fig. 74

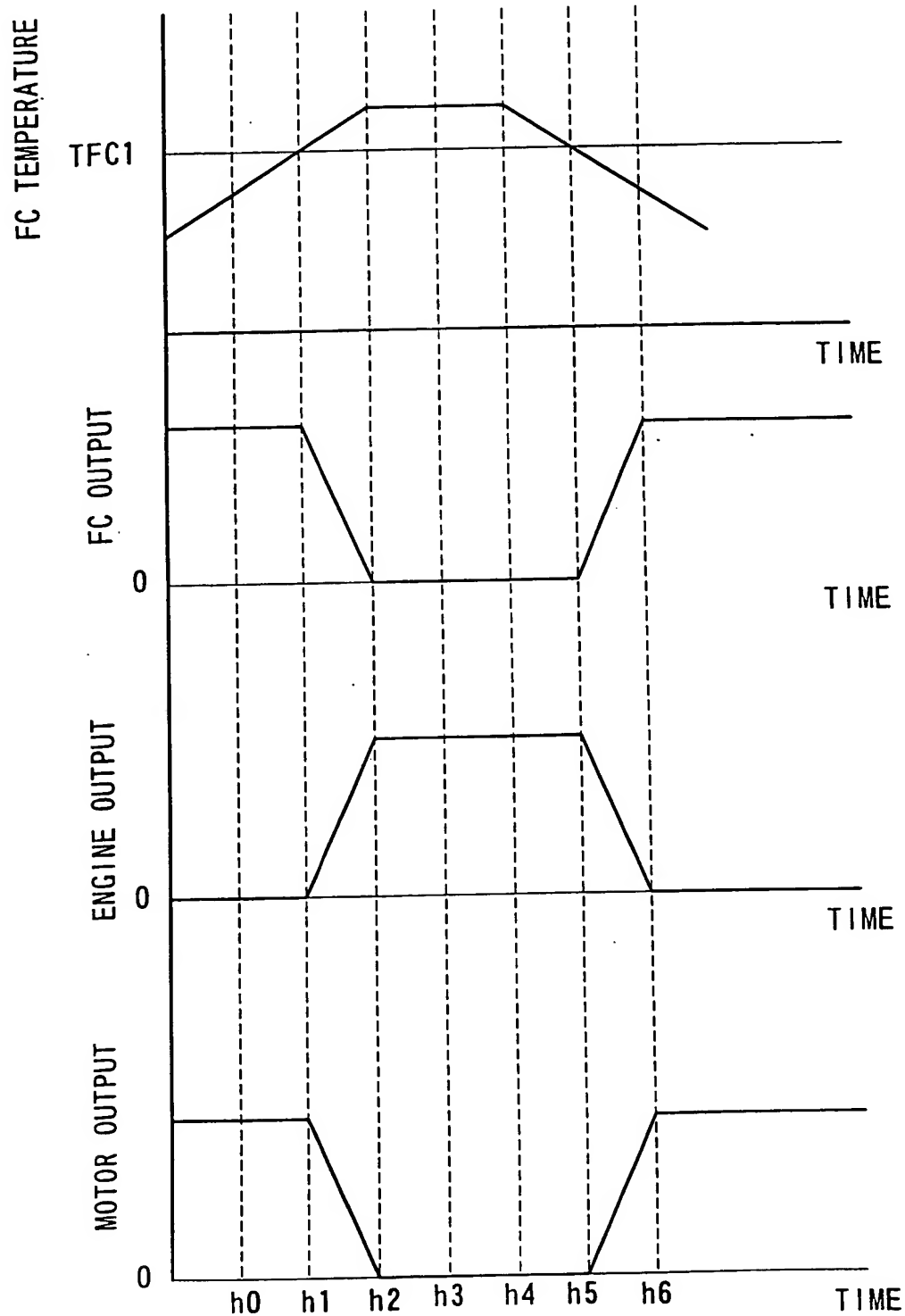


Fig. 75

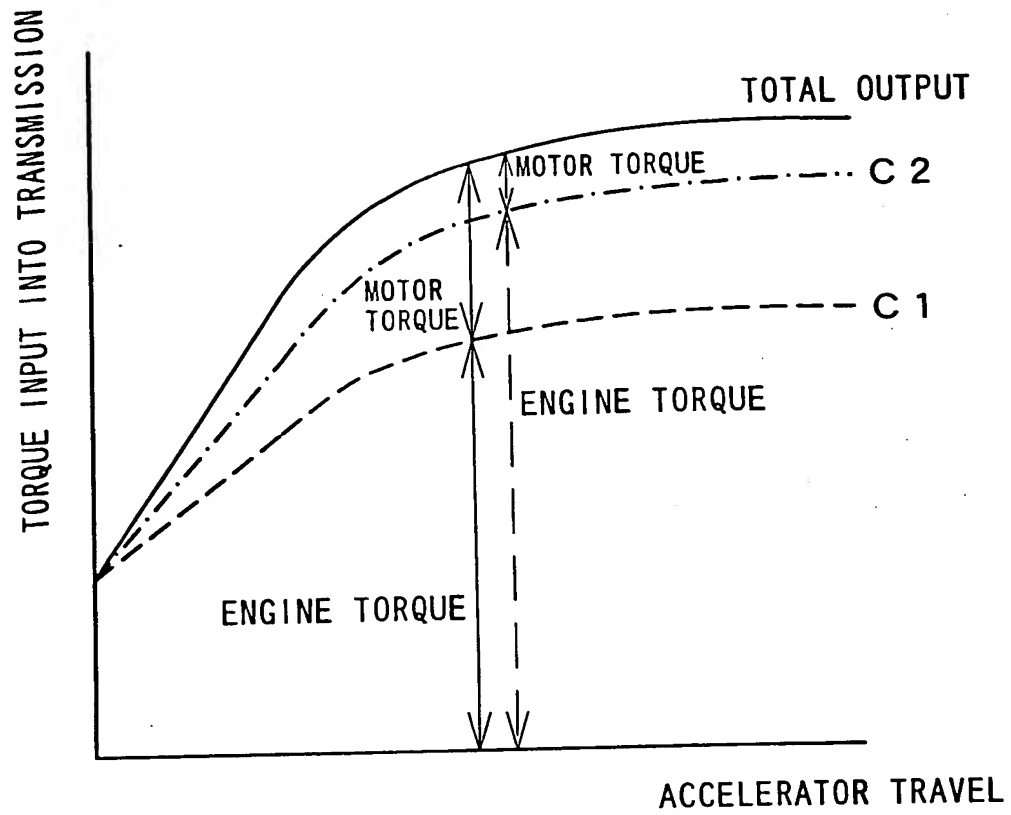


Fig. 76

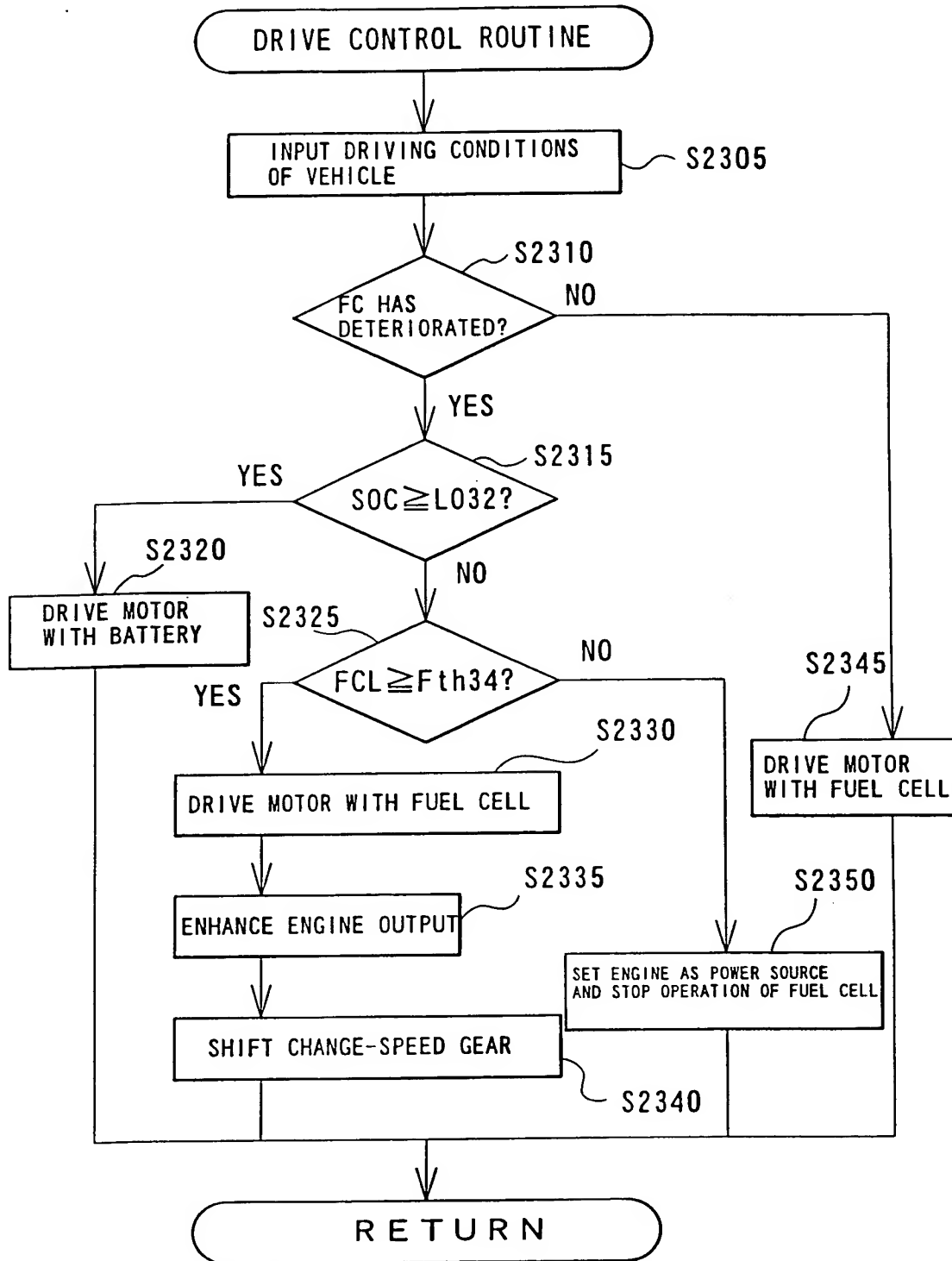


Fig. 77

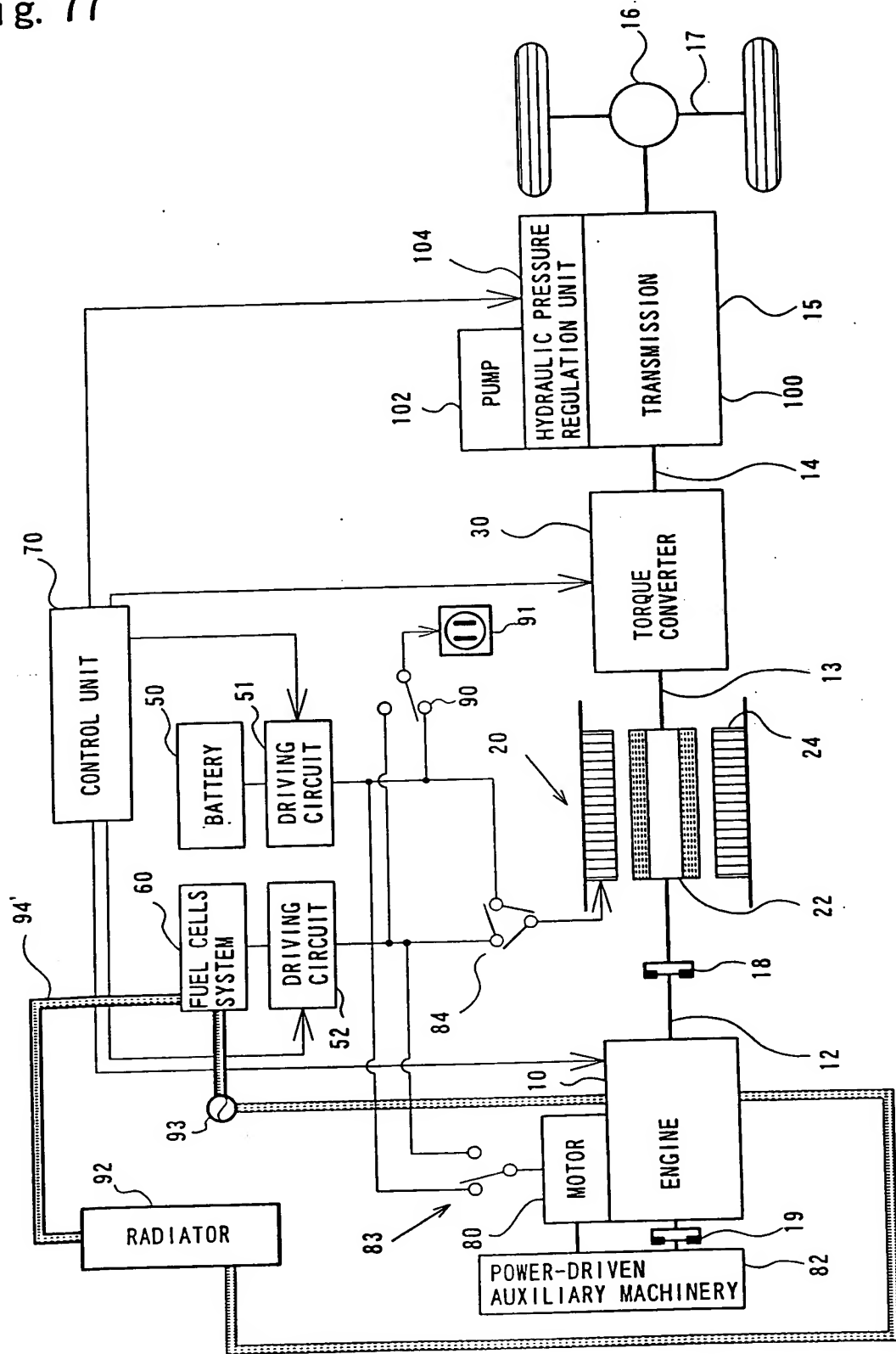


Fig. 78

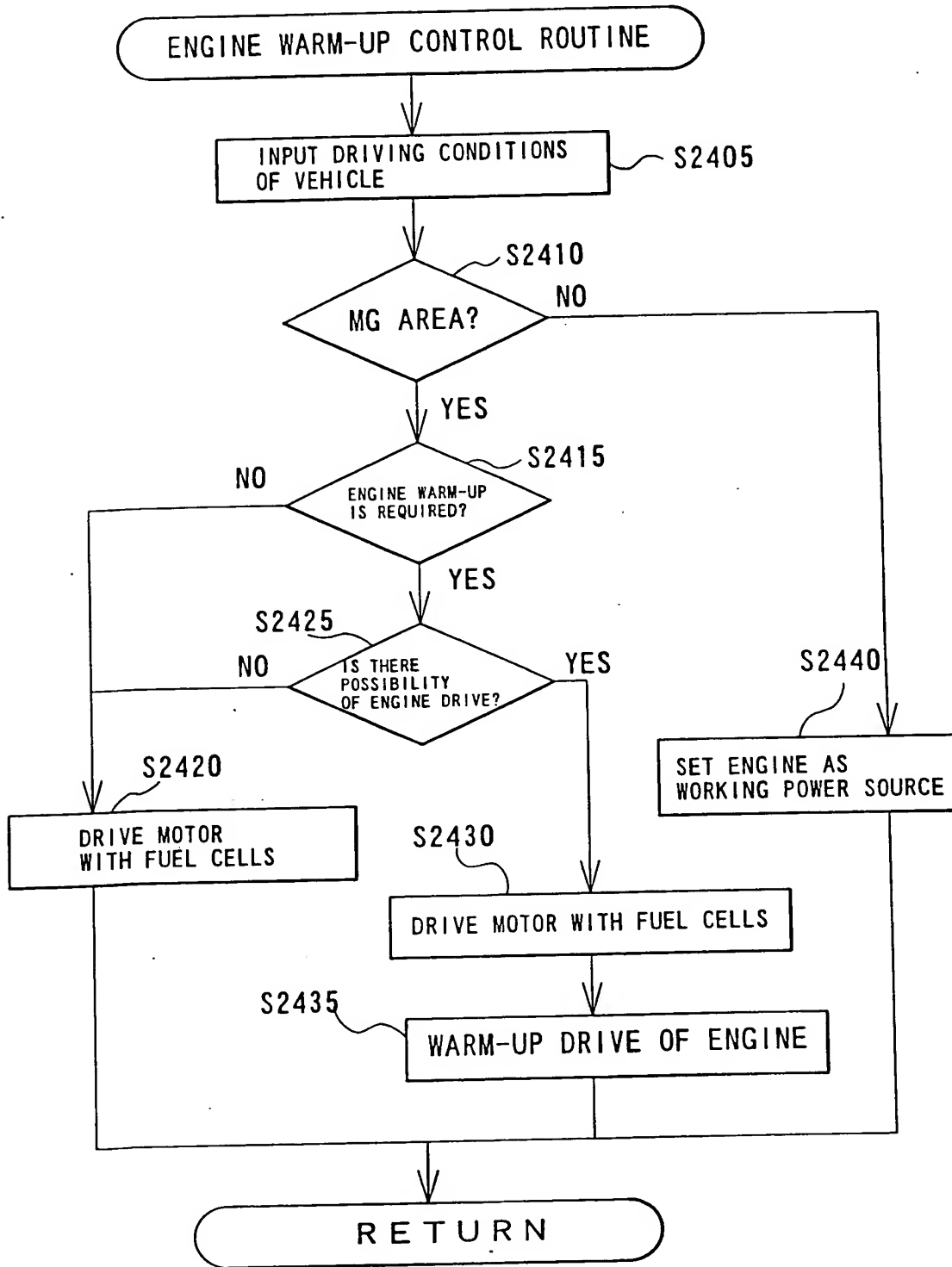


Fig. 79

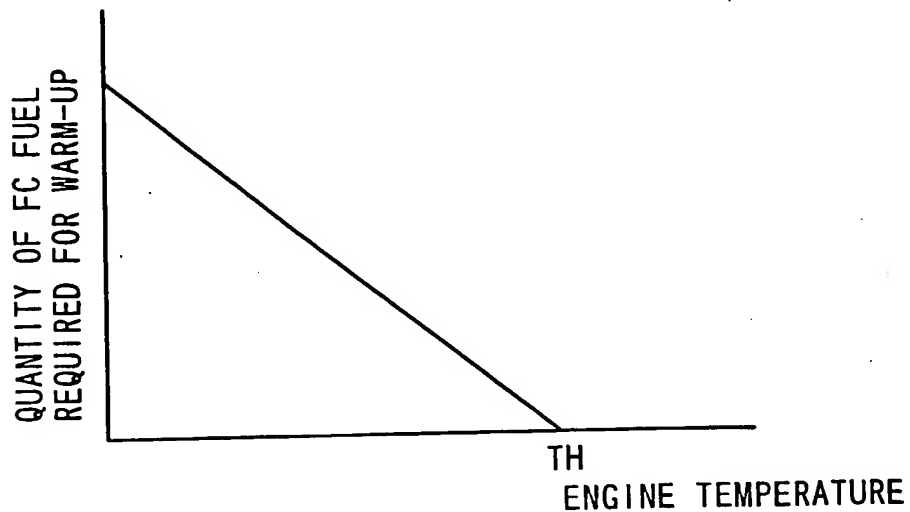


Fig. 80

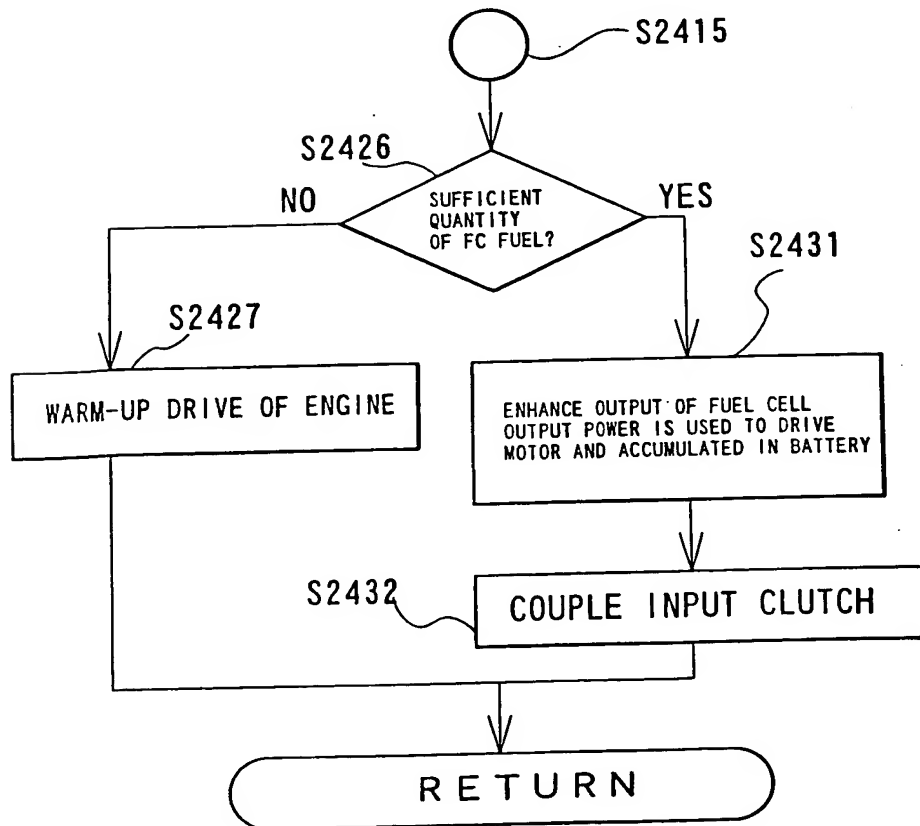


Fig. 81

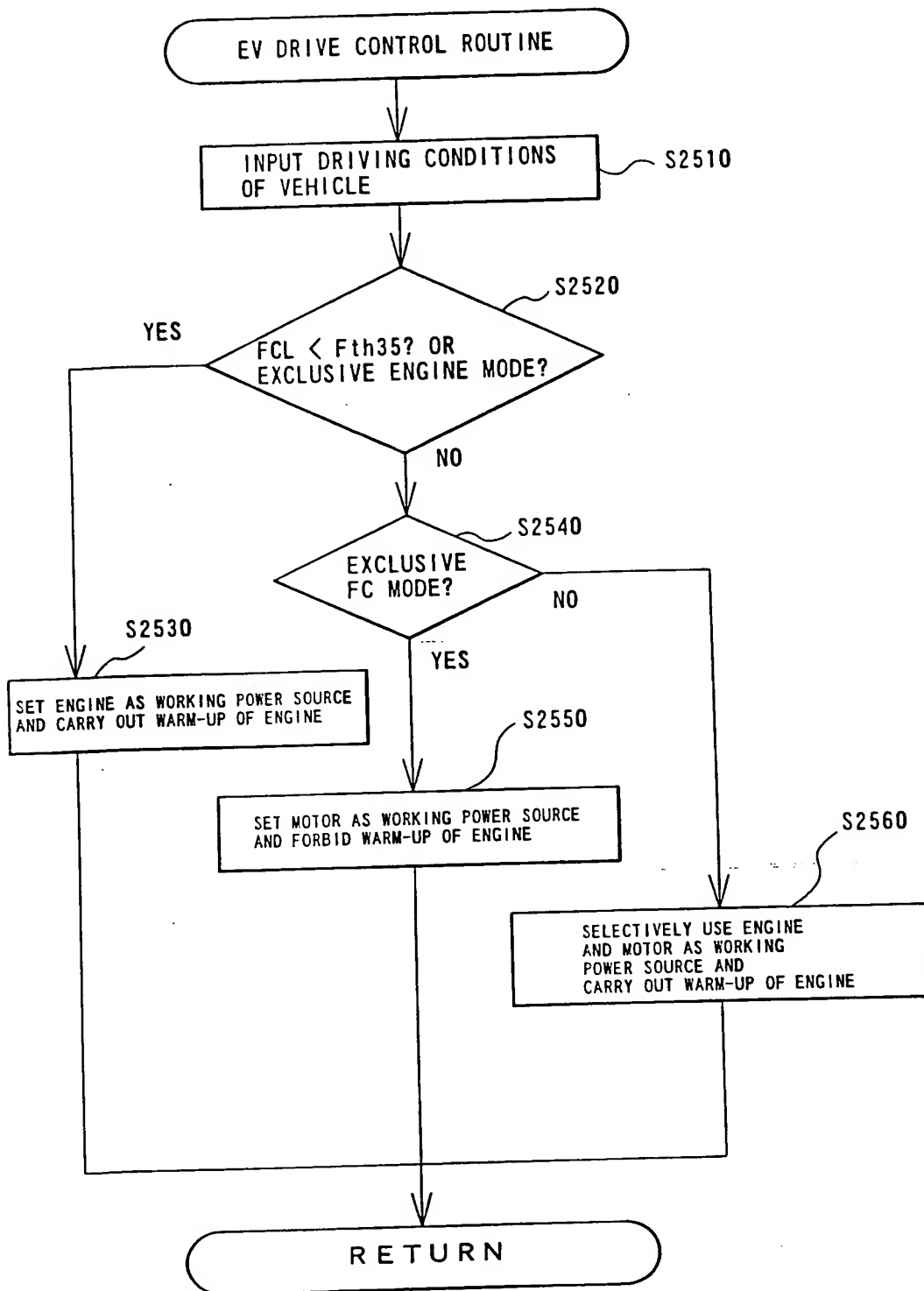


Fig. 82

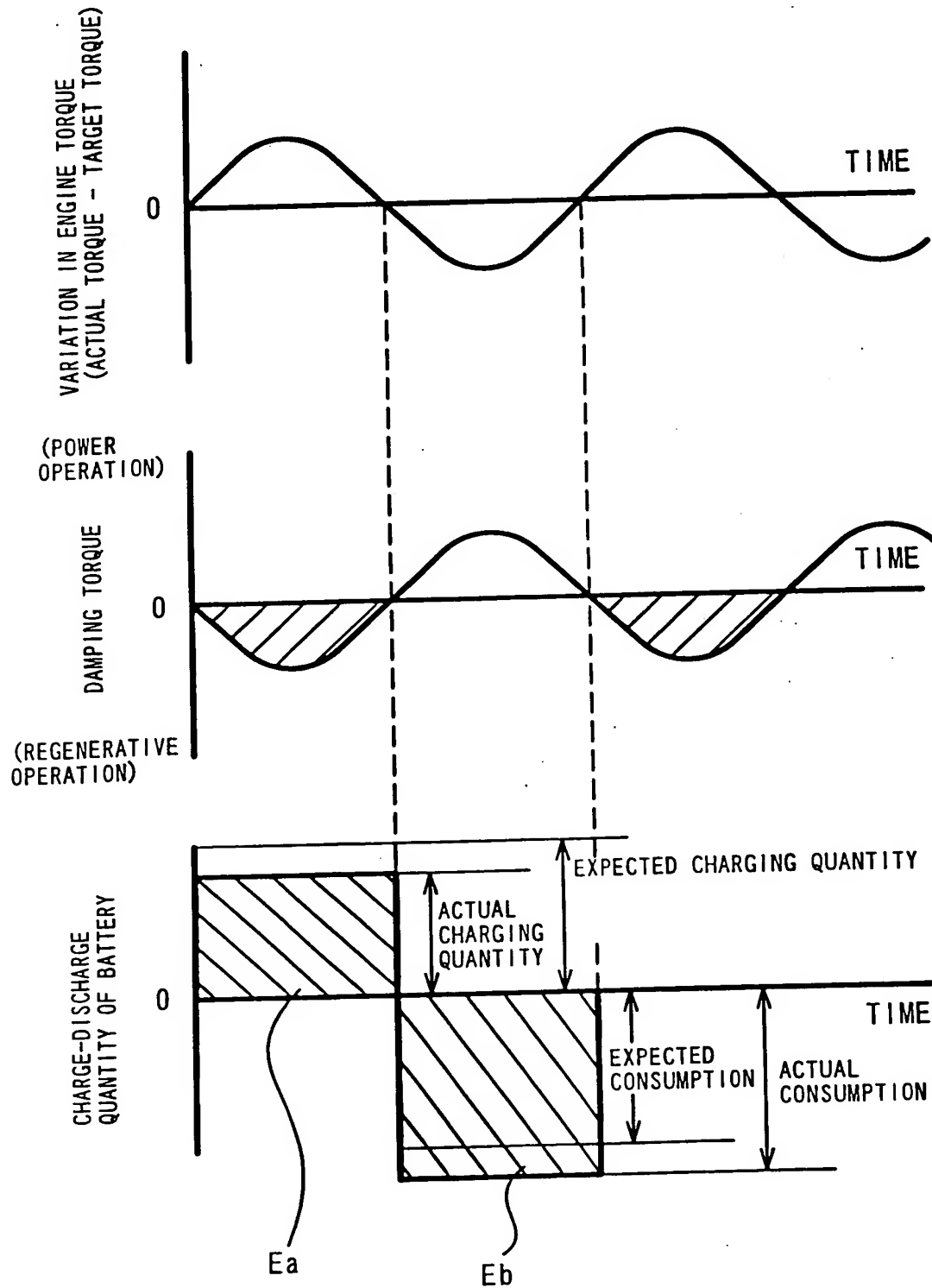


Fig. 83

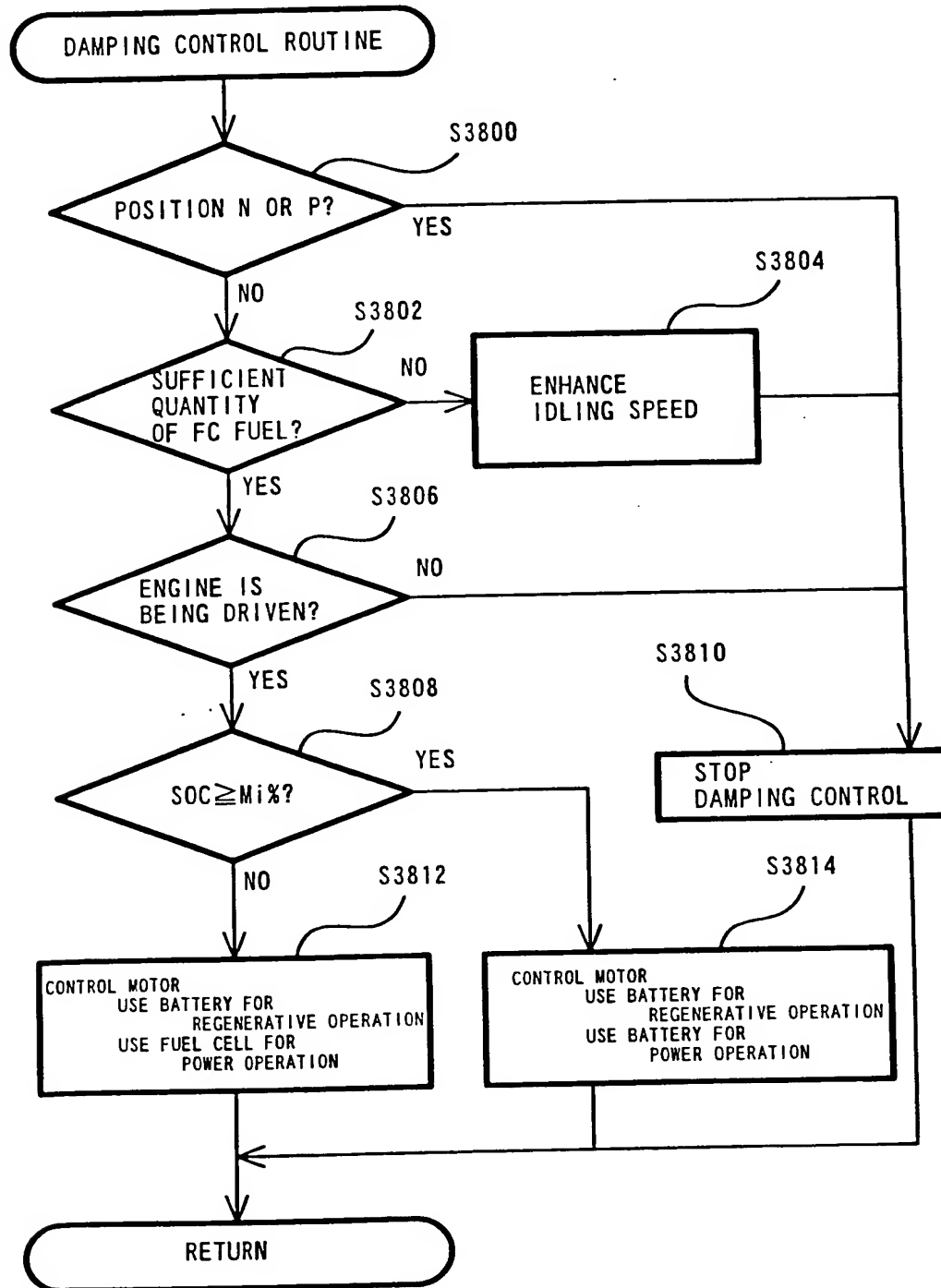


Fig. 84

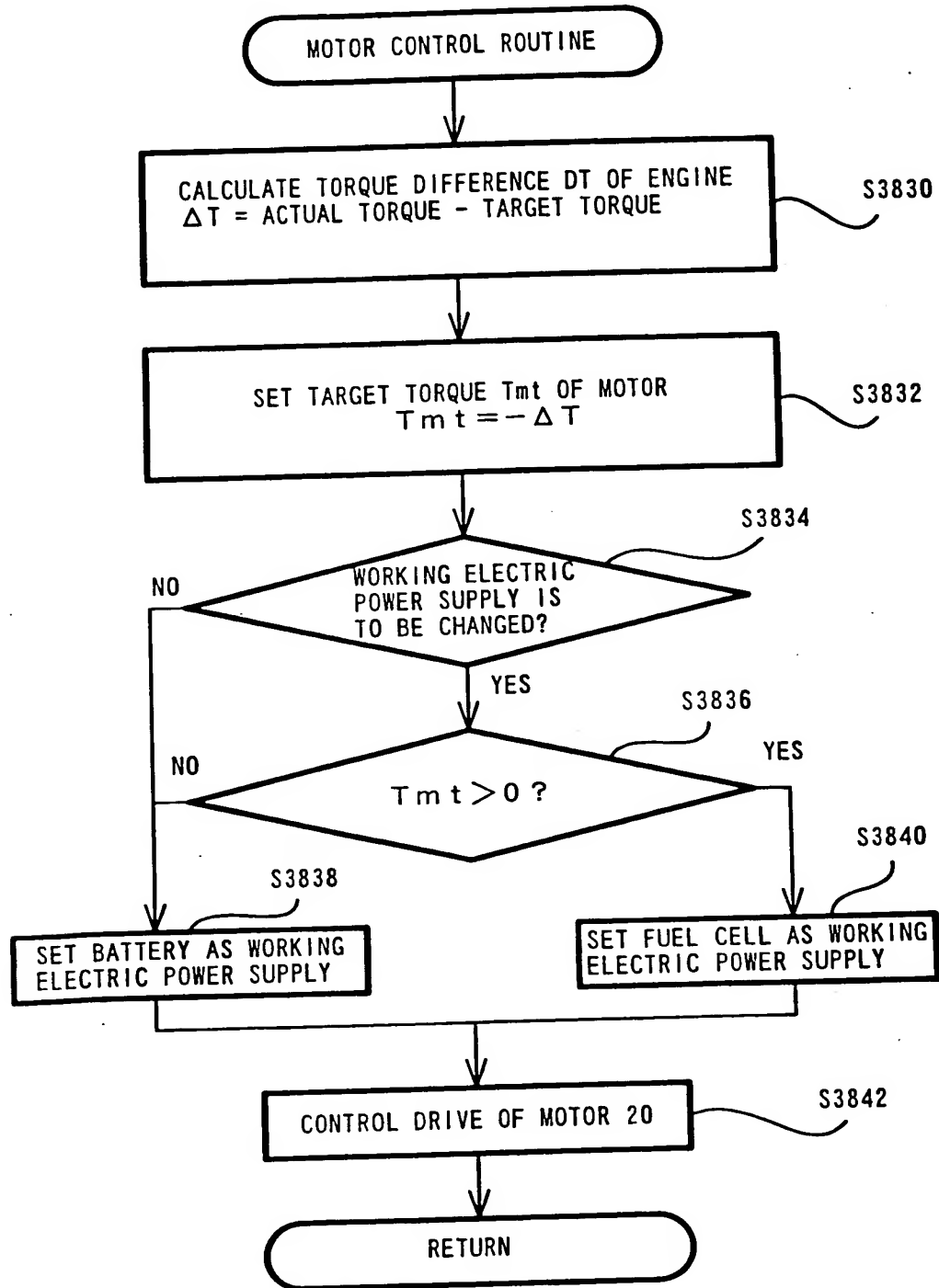


Fig. 85

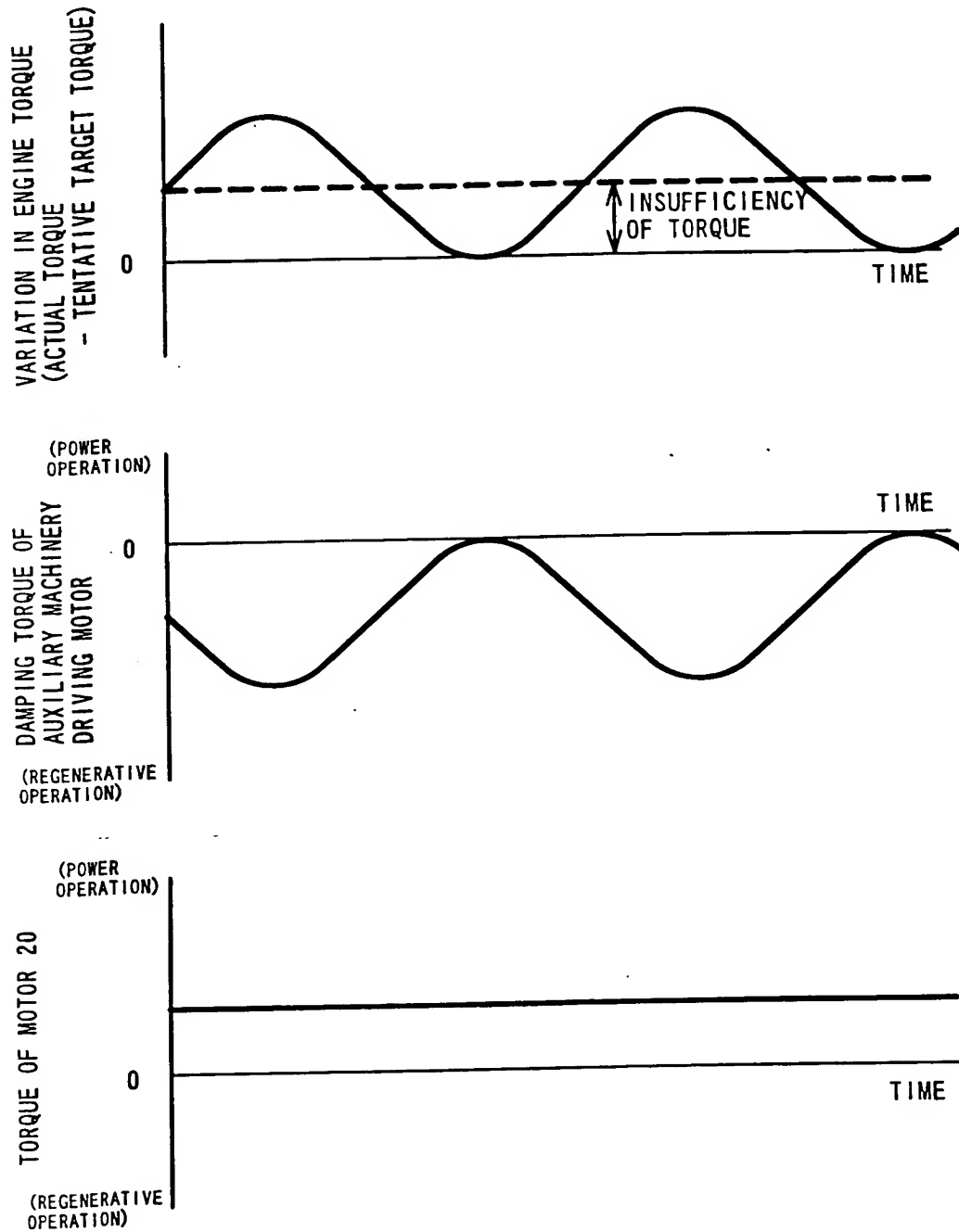


Fig. 86

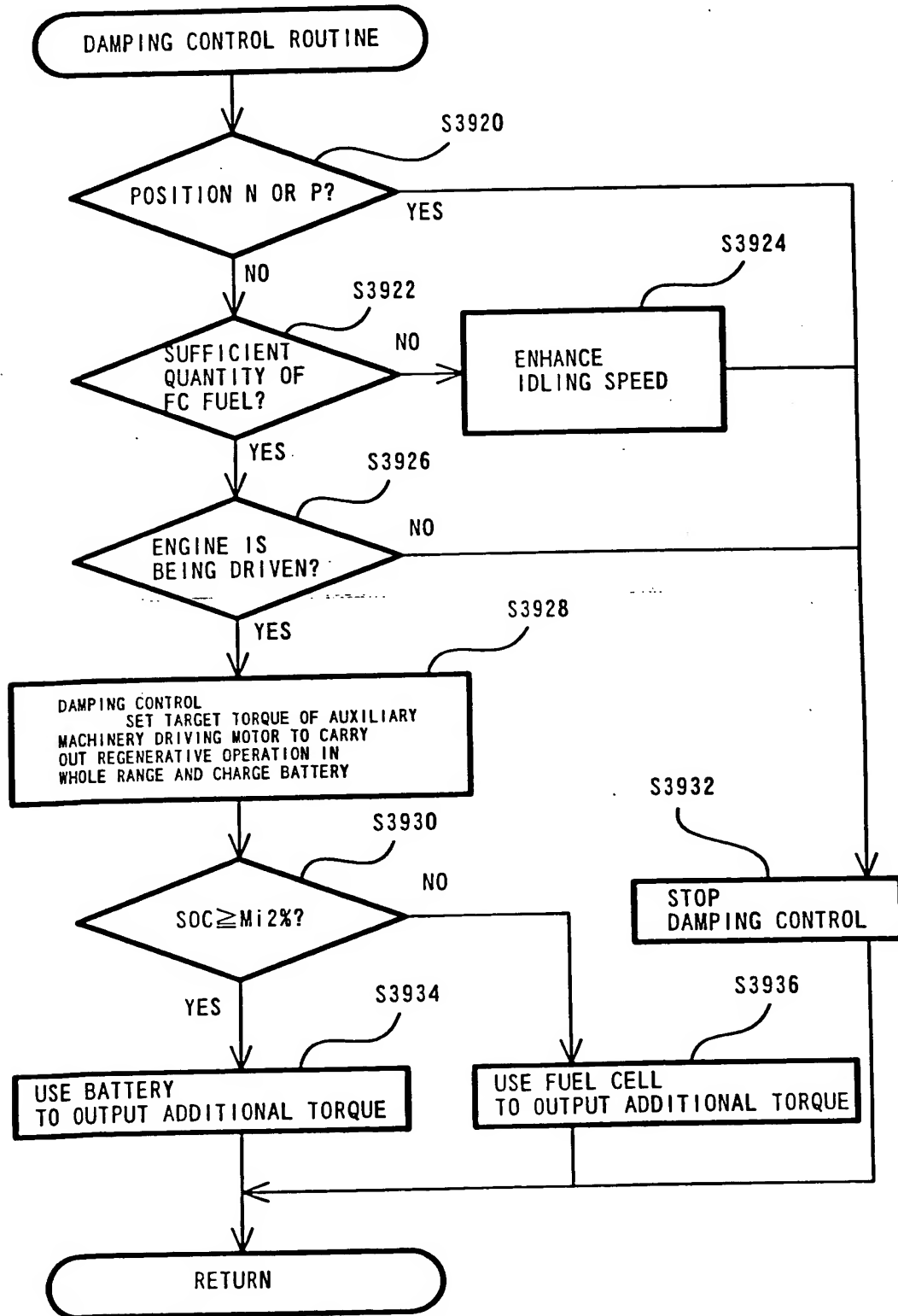


Fig. 87

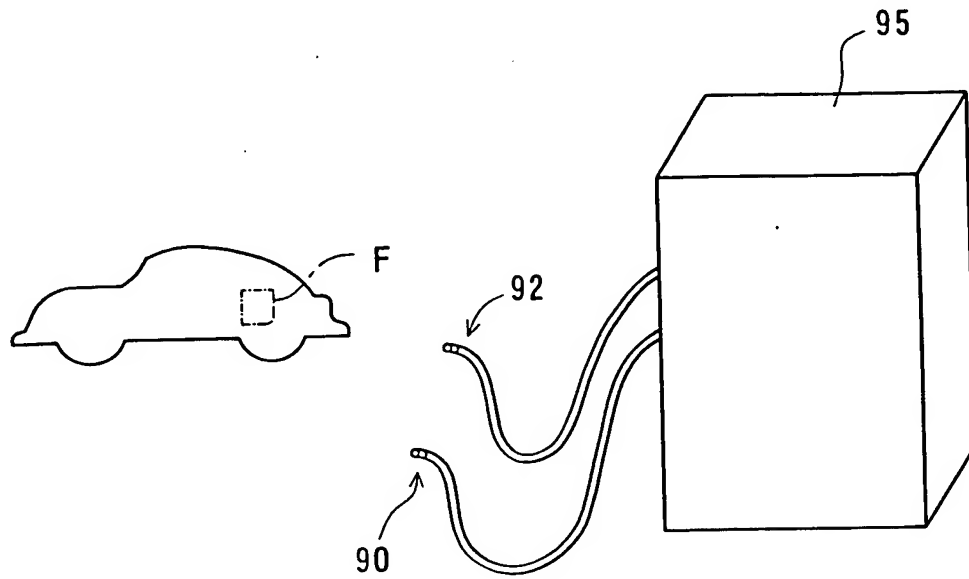


Fig. 88

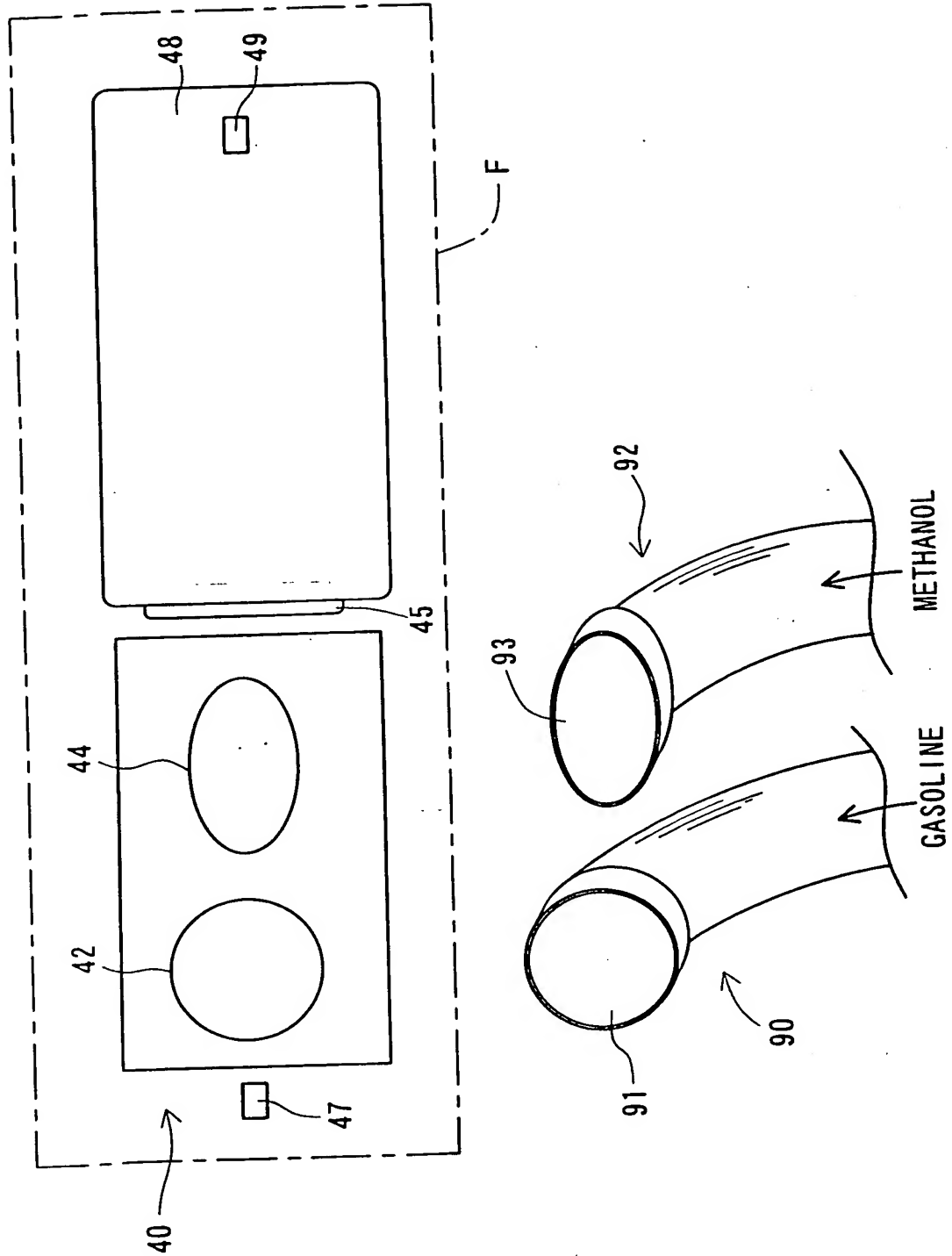
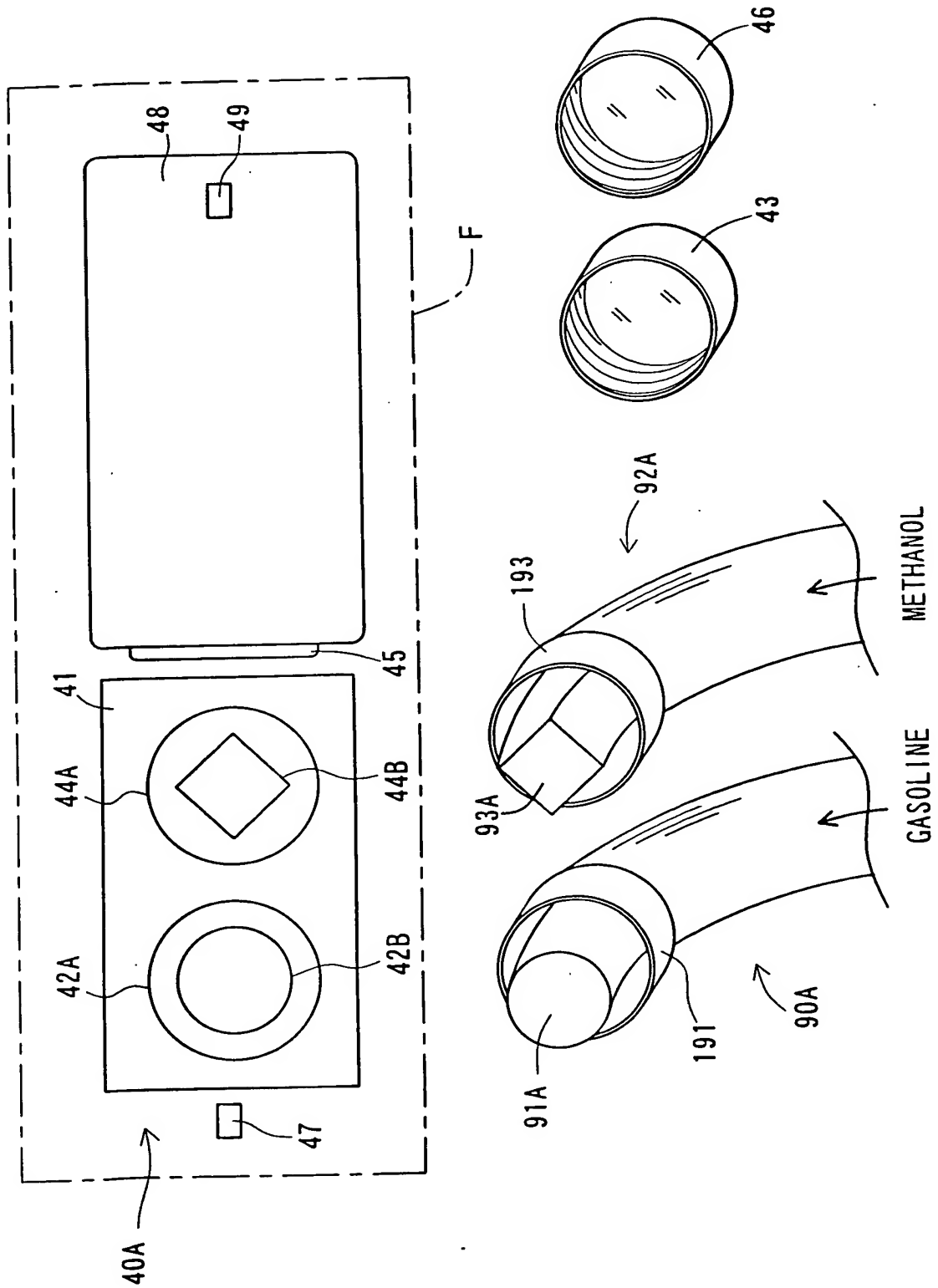


Fig. 89



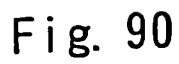


Fig. 91

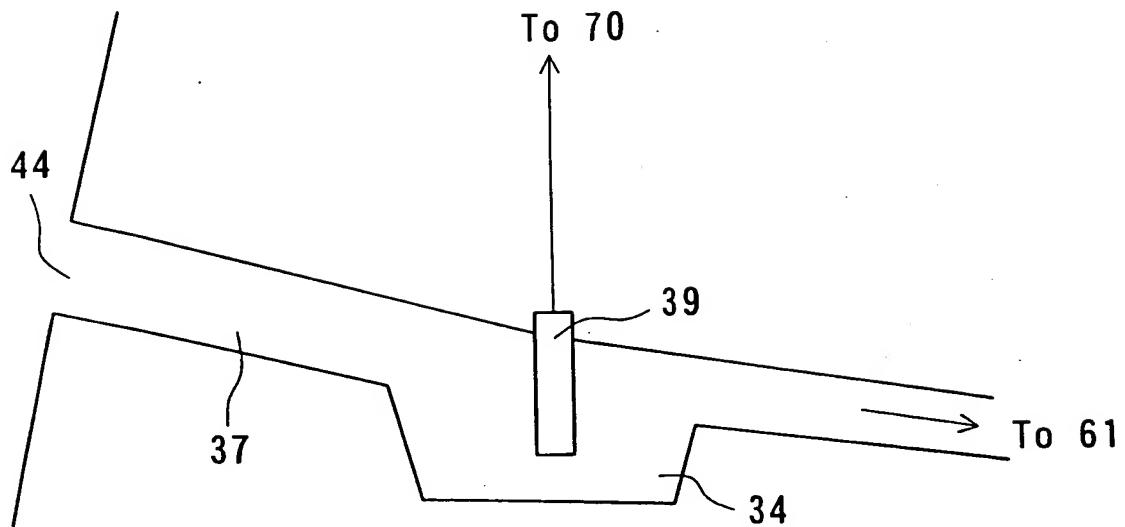


Fig. 92

